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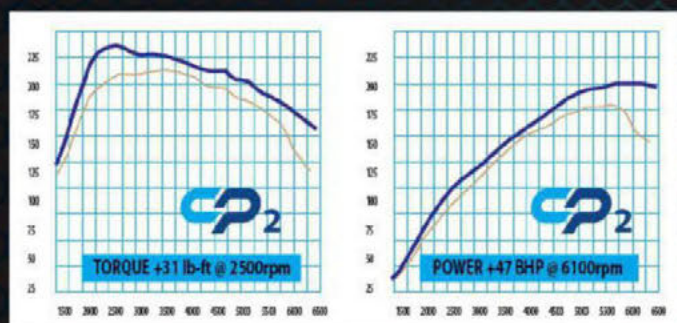
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WELCOME TO THE DECEMBER ISSUE!

Well, this is all rather new! After six years working on the mag I've loved since I was a child I've finally been given full control, and it's all a bit scary if I'm honest. Scary, but all very exciting at the same time.

I've got say a huge thanks to my predecessor, Dan White, for a number of reasons – firstly for giving me a job on the mag in the first place! Secondly for leaving the mag in such great shape for me, and having a huge hand in making Fast Ford the magazine it is today. And thirdly for being an excellent mate, a laugh to be around, and all-round top bloke. I, for one, wish him all the best in the future, and I'm sure you do too.

But the times they are a changing, and as part of that all I can say is: "Move over Dan, it's my turn!" Don't worry though, I'm not going to fill the mag with dirty old Sierras every month (although I know there are a few of you who wouldn't object to that!), but instead I aim to continue bringing you the very

best fast Fords from all over the UK and beyond, ranging from the awesome Cossies and RS Turbos of the 80s right through to the current crop of modified Focus and Fiesta STs.

Speaking of which, you can't help but notice SCC Performance's lairy, wide-arch Fiesta ST on the cover this month. With 270bhp from its 1.6-litre engine, aggressive looks, and awesome on-track credentials it really does show the future is bright for the Ford tuning scene. A point reinforced by the Ultimate Guide on page 82, which will no doubt leaving you wanting to buy a Mk3 Focus ST!

But it's not all about the new school, we've still got time to appreciate the classics – a stonking six-speed RS500 on page 66, a track-spec Fiesta RS1800 on page 8, and the stunning concours Saph Cossie on page 34.

It's exciting times to be a Ford fan at the moment and I hope, like me, you intend to enjoy every second of it – starting with this very mag! Enjoy..!

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NEXT ISSUE ON SALE
5 December 2014

08 FIESTA RS1800

2.1-litre Black Top-powered track-ready weapon.

18 FOCUS ST

Seriously sorted ST packs 465bhp thanks to its RS motor.

26 KAMES

All the action from the West of Scotland RSOC annual event.

34 SAPH COSSIE

Concours-winning Saph is so clean it'll blow your mind!

48 FIESTA ST

Lairy, wide-arch 270bhp Fiesta demands to get noticed!

66 SIERRA RS500

480bhp, 6-speed Cossie is a genuine brute.

74 TRAX REPORT

All the Ford-based goodness from the Silverstone show.

REGULARS**42 STAFF CARS**

Our projects this month...

56 SUPER FORDS

Two awesome Ford images for you to enjoy.

62 RACE UPDATE

Team Airwaves finish the BTCC season in style

90 NEW PRODUCTS

We reveal the latest goodies for your fast Ford.

94 FACEBOOK CARS

The best of your cars selected from our Facebook page.

98 READERS CARS

Your car could be here!

103 LOCAL HEROES

Blue Ovals at the Ace Café.

109 CLASSIFIEDS

Buy or sell your Ford here...

114 RARE FORDS

Another rare Blue Oval...

CONTENTS



**ULTIMATE
GUIDE TO
MK3 FOCUS
ST250**

82

Buying, tuning and owning
a Mk3 Focus ST



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ON THE RIGHT TRACK

Dave White's Tourmallard Green RS1800 is a rare Fiesta that delivers 240bhp thanks to an engine swap and a host of track oriented mods...

Words Dan Furr Photos Dan Pullen

Less than 500 examples of the Mk3 Fiesta RS1800 were produced in the early 1990s, making it one of the rarest special edition Fords to be released into the wild. Packing a 1.8-litre Zetec lump that produced 130bhp (not to mention 120lb/ft of torque and a 0-60mph time of just over eight seconds), the fruity Fez was more than capable of wiping the floor with its elder XR2i stable mate, and has remained popular

with Fiesta fans throughout the two decades that have passed since the last of its kind rolled off the production line.

Kent RS Owners Club chairman, Dave 'Drummer' White (no prizes for guessing the instrument that he plays), is a long-time enthusiast of the model. Needless to say, he was thrilled to get his hands on the Tourmallard Green example that you see on the pages before you. "One of our club





“I consulted Ahmed Bayjoo, and we discussed using the Black Top...”

members had owned the car for many years before my turn behind the wheel. It had evolved into a serious track machine, and it had become a regular sight at many of the UK's favourite racing circuits,” he tells us. “I’d registered my interest in the car, but I was told in no uncertain terms that it was never likely to be available for purchase. Consequently, I resigned myself to admiring it from afar at club meets and summer shows, but I refused to give up hope that its owner might one day change his mind!” he chuckles.

Indeed, the Fiesta’s previous pilot, Martyn Batstone, had spent a lot of time and money on his pride and joy and had no intention of parting with it. “I bought the car in 2007 after it had been in the custody of an employee of famed Ford tuners, SCC Performance,” he explains. “It was exceptionally tidy, it had very few miles to its name, and it had been equipped

with AVO coilovers, a bolt-in OMP rollcage, Corbeau bucket seats and a performance camshaft. I knew that it was a ‘94-plate RS1800 and, therefore, had the improved chassis of the late Mk3, and I wasted no time in ensuring that my name was the next to appear on its logbook,” he says.

CHANGE OF PLAN

A plan of action designed to transform the car into the capable track star that it is today soon unfolded, and Martyn found himself looking at alternative powerplants from within the Ford stable that would provide his new toy with a vastly increased number of ponies. “I consulted seasoned Blue Oval fettler, Ahmed Bayjoo, and our conversations led us to consider the Mk2 Mondeo’s two-litre Black Top Zetec lump as an affordable yet solid base for modifying,” he recalls.

There are a number of challenges involved when fitting





the Mondy's motor into a Mk3 Fiesta, not least of all due to different mount bolt hole layouts between early and late Zetec engines. Fortunately, spanner-wielder extraordinaire, Bob Murray of Automotive Unlimited, was on hand to take care of shoe-horning the nuts and bolts into the RS, and Ahmed helped Martyn to compile a lengthy list of tuning components that would see the donor engine's power output rise to a reliable 240bhp.

THE BIGGER THE BETTER

A rebore resulting in increased displacement, Burton Power oversized forged pistons, steel rods, a balanced crankshaft, a

ported and polished big valve cylinder head, custom profile camshafts and Omex standalone management were just some of the parts that would breathe a new lease of life into the Fiesta. Jenvey throttle bodies, a Ford Racing USA tubular exhaust manifold and a Magnex stainless steel exhaust system were also thrown into the mix, although Martyn is keen to stress that his attention wasn't focussed solely on engine upgrades. "I was keen to improve every aspect of the car so that it performed to the best of its abilities when hammering along at track days," he confirms.

With that in mind, his RS1800's factory transmission was

furnished with a Quaife limited-slip differential, an uprated clutch, a lightened and balanced flywheel and an Escort GTi bellhousing that allows the car's starter motor to be repositioned so that it doesn't get in the way of the aforementioned Stateside-spec manifold. The AVOs were joined by a full complement of polyurethane bushes, Vibra Technics engine mounts, adjustable lower control arms and a pair of strut braces, while stopping power was improved by the addition of Hi-Spec Motorsport four-pots and 285mm discs.

The car's cabin remained a stripped-



RS1800s are rare. One this sorted is even rarer!



out affair, and its race day credentials – as well as its chassis – were strengthened when its rollcage was welded firmly in place. A gear shift light indicator was added (along with a B&M short shifter), a littering of gauges decorated the dashboard, and essential track day equipment that included a fire extinguisher, helmet net and safety switches were installed for good measure.

Ahmed mapped the Fiesta to

an impressive 202bhp before a number of track sessions at Castle Combe, Lydden Hill and Silverstone provided enough data to enable a hike in horsepower to its present level. Martyn made the most of owning a seriously impressive race car, and reaped the rewards of a carefully planned, well executed series of modifications by “driving it like I stole it” at every track day that he was able to attend during the seven years that followed. Dave

Stripped and caged cabin keeps the weight down and the shell rigid



TECH SPEC FIESTA RS1800

ENGINE

2.1-litre 16-valve Zetec 'Black Top', forged pistons, forged con rods, balanced crankshaft, ported and polished big-valve cylinder head, custom profile camshafts, Jenvey throttle bodies with shortened trumpets, Omex management, increased capacity fuel injectors, Millflex Ferroflex ignition leads, platinum spark plugs, Mocal oil cooler, electric water pump, race-spec alternator, relocated starter motor, power steering deletion, Bailey oil breather system, Ford Racing USA tubular exhaust manifold and heat shield, Magnex decat 2-inch stainless steel exhaust system, Vibra Technics engine mounts, chrome reservoir caps and top mount covers, engine isolation key

POWER

240bhp (estimated)

“The Fiesta I adored presented itself at the exact time I was looking for a new car!”



TRANSMISSION

CTS 'Stage 2+' gearbox, Escort GTI bellhousing, lightened and balanced flywheel, uprated clutch, Quaife ATB limited-slip differential, B&M quickshift

SUSPENSION

AVO coilovers, Area Six adjustable lower arms, front and rear strut braces, polybushed throughout

BRAKES

Hi-Spec Motorsport 4-piston front calipers with 285mm discs, factory rear drums, EBC RedStuff pads, ABS deletion, DOT 5 brake fluid

WHEELS & TYRES

7x15inch Team Dynamics Pro Race 1.2 light alloy wheels painted black, Toyo Proxes R888 195/50x15 tyres

EXTERIOR

Original Tourmallard Green paintwork, carbon-wrapped roof and rear spoiler, factory RS1800 bodykit, carbon-wrapped wing mirrors and door

handles, raised bonnet, bonnet pins, smoked rear lenses, shortened personalised registration plates

INTERIOR

Stripped cabin with factory door cards and dash, OMP multi-point rollcage and side bars, Corbeau Forza bucket seats, Luke safety harnesses, OMP steering wheel, shift light indicator, additional gauges in centre console and pillar pod (water temperature, oil pressure, oil temperature, battery voltage), safety kill switches, battery box located at rear, fire extinguisher, helmet net, driver and passenger aluminium foot rests

THANKS

Thanks to Martyn Batstone for developing the Fiesta to such a high standard (and for his continued help and assistance) and a big thanks to my friends in the Kent RS Owners Club.



watched from the sidelines while the Fiesta wowed onlookers with its incredible handling and blisteringly quick lap times, but his numerous enquiries regarding its availability for purchase fell on deaf ears. Not that he was without a fast Ford of his own...

"I'd built a Mk3 Escort estate

Electric water pump even has its own controller



track car that I'd taken to the Nürburgring," he smiles. "The trusty load-lugger was in exceptional condition, but I started to worry about ruining it with stone chips and the abuse that its mechanical components were being subjected to at the circuit.

“I intend to use it as often as possible”



Ultimately, I decided to restrict its use to show and shine events, and began to look for a replacement ride that I could have fun with on my planned return trip to Germany,” he adds.

SHOCK ANNOUNCEMENT

Suddenly, much to everyone’s amazement, Martyn announced that he was reluctantly offering the race-ready RS1800 for sale following the news that the Batstones were in the family way. “I couldn’t believe it,” continues Dave. “The Fiesta that I’d adored for so long had presented itself to me at exactly the time that I was on the lookout for a new motor! I wasted no time in registering my interest, and arranged to

meet with Martyn at last year’s RSOC National Day where I planned to give the car a thorough evaluation,” he beams.

Sure enough, the petrolheads hopped into the brilliant Blue Oval and made their way around Donington Park at lightning speed. Martyn was keen to demonstrate his RS1800s ample abilities, and he put drivers of seemingly more powerful RS-badged machinery to shame as he flew past them with little effort. Dave was suitably impressed, but disaster struck when the engine unexpectedly blew up on their last lap!

Against all odds, the oil pump had failed, resulting in a dead Mk3. Both driver and passenger were gutted, but Martyn promised to rebuild the faulty powerplant

with all new components if Dave was still interested in buying the car. “I was obviously disappointed, but the promise of a new engine was impossible to ignore,” he says. “Agreeing to part with my hard-earned, I waited patiently for the work to be completed until I took delivery of my fault-free Fiesta in May,” he grins.

STILL GOT THE LOOKS

Most would agree that the RS1800’s sleek styling package looks fantastic despite the fact that twenty years have passed since its XR2i-inherited bumpers, skirts, wheel arches and spoilers were last seen in a Ford dealer showroom. Even so, the model’s factory five-spokes aren’t ideal when tearing up the tarmac; Dave’s car now wears suitably track-ready lightweight Team Dynamics 1.2 wheels wrapped in Toyo Proxes 888 rubber. Other exterior updates include a carbon roof wrap and a raised bonnet that helps to keep engine operating temperatures in check.

Track time at Ford Fair followed the arrival of the fresh Fez, and Dave has had fun familiarising himself with his new car in advance of a return to the ‘Ring and forthcoming sessions at Brands Hatch. Furthermore, he’s in no doubt that his abilities behind the wheel will be enhanced from within the cockpit



DRIVER SPEC

DAVE ‘DRUMMER’ WHITE

Age: 48

Job: HGV driver

First Ford: A Mk1 Capri 1600GT

Fave Ford: I’ve always fancied an Escort Cosworth

Fave mod: The handling – it drives like a go-kart!

What’s next: To continue enjoying the car on track days



The boot space now houses a selection of track day essentials

of a Blue Oval that he’s not afraid to throw around. “I intend to use it as often as possible,” he says, before assuring us that his Fiesta’s rev limit has been dropped in order to avoid another under-bonnet catastrophe. That’s a relief; tidy RS1800s are few and far between, and we don’t want to see this modern classic becoming even more of an endangered species any time soon! 🏁

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From show stopper to quarter-mile pounder, from daily driver to full on track machine – this RS-powered ST takes it all in its stride... Words Jamie Arkle Photos Ade Brannan

CHANGING FOCUS

Perhaps one of the best things about modern fast Fords is their versatility, by which I mean that they're so good 'from the factory' that you really can take them in any number of directions via the aftermarket route, all without making the car overly specialised and focussed. This is only a relatively recent change, certainly something that would've been next to impossible in the late '80s and early '90s. Back then it was perfectly possible to turn your Escort RS Turbo into a track

toy, but the trade off would've been a car that was really rather compromised – certainly not something you'd relish driving hundreds of miles to a show!

The Focus ST you see before you is a perfect example of the capability of modern cars, and it manages to perfectly blend on-track brilliance with real world usability, all in a manner that simply wouldn't have been possible twenty years ago. It's been built by Dan Rogers over the last two years, a period that's seen it evolve out of all

recognition, and morph into one of the best 'all rounders' currently in the UK ST scene.

"I first became aware of this car back in 2011, though back then it was owned by someone else and I had a red pre-facelift ST. It'd already had an RS engine fitted thanks to the infamous liner issues, and if I'm honest I was smitten – I wanted it, I needed it," laughs Dan

Despite steadily tweaking and tuning his own Focus to Stage 3, Dan's desire for the RS-engined car refused







Huge 8-pot K-Sport calipers ensures the Focus stops



Stronger five-pot from its big brother – the Focus RS – sits neatly in the ST's bay



to dim, so when the opportunity to actually buy it arose in summer 2013, he didn't need to think twice! The pre-facelift car was swiftly put back to stock and sold on, with Dan's attention quickly switched to the newly purchased facelift ST, and most pressingly of all, how to stamp his personality on it before Ford Fair 2013, a mere three weeks away!

"It was a really well known car in the ST scene, so the pressure was on to both do it justice and to

really make it my own. That's why I decided to send it to Blueprint for a new wrap, something a bit less subtle" Dan explains.

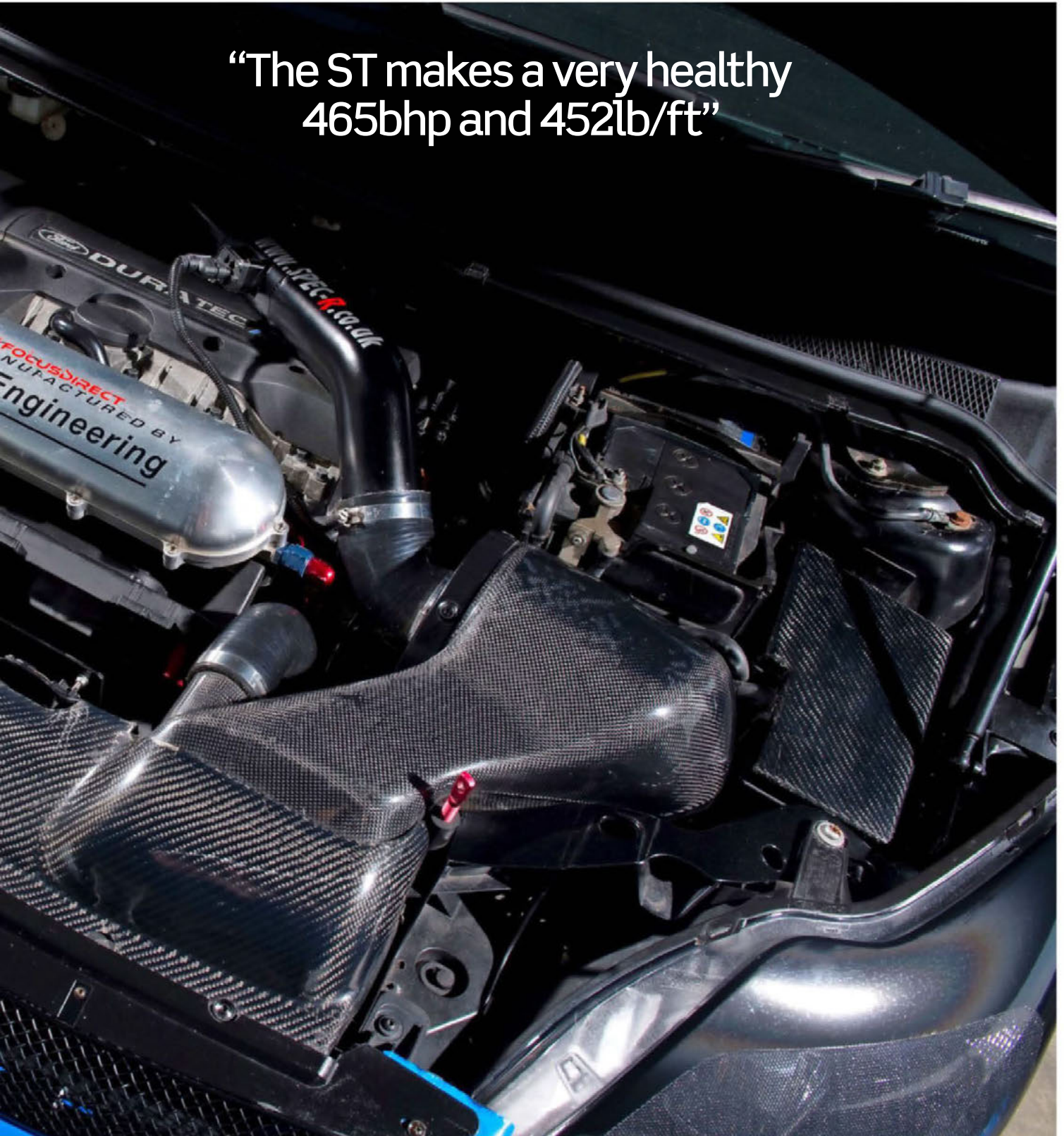
FEELING BLUE

He ended up plumping for Avery Supreme Intense Blue, a stunning colour that's certainly a lot more 'in your face' than the matt grey that preceded it! The car was finished hours before the show, with Dan collecting it and heading straight down to Silverstone there and then, basking in the praise

the newly wrapped ST drew from all quarters. It's here that the story diverges somewhat, with Dan taking the decision to take the car in a more track focussed direction, yet still maintain it to a show-worthy standard. It's a testament to the ST's superbly developed chassis and near legendary five-pot turbo motor that Dan could even consider attempting to merge these two distinct areas. Of course it helped that the car Dan had bought was far from



“The ST makes a very healthy
465bhp and 452lb/ft”



Carbon rear diffuser lowers
weight and looks cool...



...as does the carbon
bonnet and vents too!

standard, coming with a Quaife LSD, a full set of polybushes, rear camber arms, and BC Racing suspension setup, so he was in a good position to take it further still. The first step was to buy and install a methanol injection kit, something that was done for peace of mind rather than out and out performance gains.

"The Collins map already on the car couldn't accommodate the timing advance needed to see any real power gains from the meth kit, but I wanted to fit it anyway in order to keep on track temperatures as low as possible."

The track-prep continued apace, Dan opting to get as much 'free horsepower' as possible by ditching the rear bench in an effort to save weight, with a pair

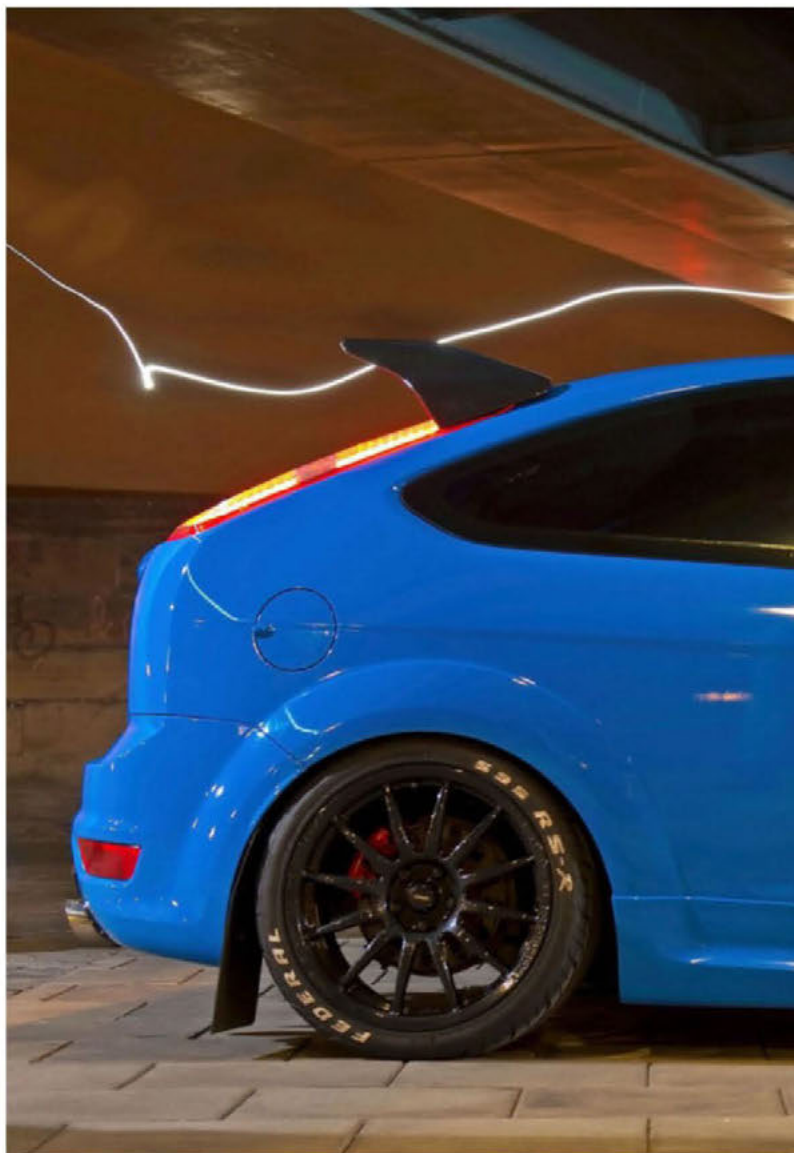
of Sparco buckets, harnesses, a dished OMP wheel and a half-cage subsequently finding their way into the mix as well, additions that only serve to add to the ST's 'race car' credentials.

SHIFTY, SHIFTY

By now it was late 2013, and Dan made the decision to hone the transmission side of things, opting to invest in a 'Bry' quickshift kit, a kit he's nothing but praise for.

"It really is a thing of beauty, a staggeringly well engineered bit of kit. It's improved the driving experience ten fold, made gear changes so much more positive and purposeful. I couldn't recommend it enough."

Of course it should go without saying that the RS engine the previous owner had stuffed



Sparco buckets and OMP wheel are a must for track work



No room for groceries in here – just a big ol' fuel system and methanol injection kit

“I decided to send it to Blueprint for a new wrap – something a little less subtle...”



TECH SPEC FOCUS ST

ENGINE

Ford Focus RS five pot with OE Borg Warner K16 turbo, Automate Stage 1 cams, Spec R FMIC, hard pipes, oil cooler, and crossover pipe, Mishimoto RS radiator, Auto Specialists Stage 1 carbon air box, Jamsport oil breather kit, Mongoose de-cat and downpipe, Milltek cat-back, Anembo inlet plenum, Collins Performance modified 420 map, Devils Own meth injection kit, 1.5-litre fuel swirl pot, twin Bosch 044 pumps, Fuelab 40 Micron filters and pressure regulator, Teflon braided hoses, modified Focus RS pump, Aeroquip hose fittings, modified fuel rail, Streamline Carbon fuse cover, header tank cover and slam panel, RS ECU holder

POWER

465bhp, 452lf/ft

TRANSMISSION

Focus ST six-speed gearbox with Quaife ATB, AP Racing clutch, Kulmar Union lightened flywheel, uprated torque mount, 'Bry' quickshift kit, Collins Stage 2 motorsport driveshafts

SUSPENSION

BC Racing coilovers, full set of polyurethane bushes, Eibach rear camber arms, Whiteline rear anti-roll bar

BRAKES

Front: K-Sport eight-pot calipers, 320mm discs, Ferodo DS2500 pads, Focus RS ABS module Rear: EBC grooved rear discs and Red Stuff pads

WHEELS AND TYRES

Team Dynamics Pro race 1.2 with Federal RSR semi slicks

INTERIOR

Sparco Circuit 2 Racing seats and Sparco Black subframes, Sparco Pro Racer 4 point harnesses, 52mm Autogauge digital boost and oil temp gauges with carbon backing, RS 1.8Bar three gauge pod, JWR half roll cage with custom blue cross member, OMP wheel and boss, Focus RS leather door cards, blue SMD interior light upgrade

EXTERIOR

Facelifted Focus ST in Avery Supreme Intense Blue wrap, Reiger bumper and custom Zunsport grille, custom carbon air inlets and brake cooling, carbon

bonnet with aero catches, Creative Carbon RS spoiler, Climair wind deflectors, ST Part rear diffuser, de-wipered rear tailgate

THANKS

Jonny Sharp at Track Focus Direct, Will and Jo at WR Tuning, Simon Smail at Sitech and Richard Monk at Blueprint Nottingham.



between the wings was far from standard too, though it did still retain the original turbo. Dan opted to keep power upgrades simple for now, investing in a Milltek exhaust system, something that gives this ST its almost biblical noise when on boost, and helped him net a personal best quarter mile time of 13.2 seconds at Crail at the end of the year.

MAKING PROGRESS

It's also worth taking the time to note just how quickly this build has progressed. Indeed, Dan's owned it for just over two years, and all the progress he's achieved has been worked around the ST's winter hibernation periods. The winter of 2013-2014 also gave him the perfect opportunity to prepare the car for the extensive on-track excursions he had planned for this year, so it's all worked out very nicely indeed. The temptation to take the car out and have some fun finally got the better of Dan at the very start of spring, the ST being carefully woken from its winter slumber and

“Simon at Sitech reckons it’s the strongest car with an OE turbo he’s ever seen”



Zunsport grille not only looks tough but aids airflow too

taken down to WR Tuning for a full service, then on to Sitech Racing for a session on the dyno. The fruits of Dan’s autumn of spending and parts hunting were clear to see, not forgetting the efforts of the previous owner of course, with the ST making a very healthy 465bhp and 452lb/ft of torque, with good power throughout the rev range – perfect for track work!

ON THE SAFE SIDE

“It’s running at a safe 1.5Bar, so I’m not in any danger of killing the engine, and Simon at Sitech reckons it’s the strongest car with an OE turbo he’s ever seen”.

Other final preparations included a set of Federal RS-R semi-slicks, some trick custom carbon air inlets and brake ducting, and a wider Zunsport grille, this latter part specially designed to feed extra air to the oil cooler sited directly behind it. It’s hard to deny that these



weren’t worthwhile changes, as Dan’s had a successful 2014 mixing track days, quarter mile blasts, and the odd static show. One of the highlights has definitely been the sessions at the daunting Knockhill circuit, something the ST has taken in its stride.

“The evening track sessions are fantastic, and the car’s

performance has surpassed all my expectations – it’s performed faultlessly,” Dan laughs, “and I was hooked from the start.”

These sessions are certain to drive the car’s evolution over the coming months and years, though Dan’s still unsure what to invest in next, with a new wrap, an engine build and a European excursion all being carefully considered. The very fact that Dan can choose between these three very different disciplines proves just what a consummate all rounder this Focus really is, capable of giving Porsches and M3s a good shoeing in the morning, then going off to scoop best in show silverware in the afternoon.

The ST’s place in Fast Ford folklore is certainly assured, and as they become even more affordable we hope to see even more cars like Dan’s; superbly capable all rounders with bags of character, performance and everyday usability. 📷



DRIVER SPEC

DAN ROGERS

Age: 28

Occupation: Architectural technologist

First Ford: Mk3 Fiesta 1.1

Fave Ford: Sierra RS500

Worst part of the build: Having to garage it over winter

Best part of the build: letting rip on track

What’s next: More track time

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Words & pics Ade Brannan

We join up with the West Of Scotland RSOC group as they head to Kames sprint track...

Kames is a small Scottish sprint track nestled in the outskirts of the village of Muirkirk in East Ayrshire, but for all its modesty it's repeatedly home to a very well-known RSOC regional event organised by the West of Scotland division. You would never guess it, but this track has been a test area for the McRaes and even the Ford works team, so it must be pretty good!

The event saw a good selection of cars on show – all getting polished to within an inch of their lives – which included a refreshingly diverse collection, not just RS models. Nope, there's no badge elitism here!

Also, at the West's main stand there was a seemingly endless raffle with nearly everyone (apart from us!) getting a prize. The main entertainment of the day was undoubtedly the track though, and with a wide selection of cars on (and sometimes accidentally off) the tarmac, pretty much everyone was giving 100% at all times. Even those that just spectated got a great buzz from the action too. Next year we'll need to get on track and join in the fun for sure!



Meet the West of Scotland RSOC group...





John Reed's Zetec-powered Mk3 Escort was in full-on attack mode on track!



RSOC AT KAMES



Derek Nimmo's mint RS1600i looked stunning



The WOS group includes an incredibly diverse collection of cars





CALLUM BAIRD FOCUS 4X4 COSWORTH

When you think 'AG Motorsport Focus' the first thing that comes to mind will usually be the near 1000bhp carbon monster currently piloted by Charlie Shaw, but there's more than just one!

And this one you see here is every bit as serious as the better-known Mk2s! Built from top spec parts such as an externally-wastegated T66 turbo, an 8 injector inlet manifold, a very revvy big valve head, and various other go faster goodies, it all comes together to create a 720bhp and 550lb/ft YB powerplant! The drivetrain is all proper stuff too, with the 4x4 conversion including an R&D dogbox, a Quaife front diff, and Gripper rear diff.

Callum loves to 'kick its face in' mostly



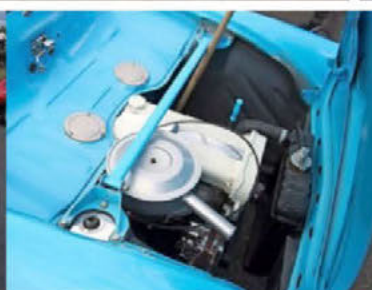
at Knockhill and Croft track days, where he says it takes all the abuse he can throw at it. Next up he might be trying some competitive events too, and if he did he would be putting his Focus up against its big brother!



WOS RSOC AT KAMES

Amber Bird's first ever outing on track went well





John McWhirter's Cortina Crusader is fresh from a 6 year rebuild

"THE EVENT SAW A GOOD COLLECTION OF CARS"



Phil Bird's S2 was very impressive around the tight and twisty track at Kames

"EVERYONE WAS GIVING 100% AT ALL TIMES ON TRACK"



WOS RSOC AT KAMES



Fords of all ages were welcome to join the fun



BDA-powered RS? Or BDA-lookalike Zetec cam cover...?





RYAN BROWN FIESTA MK2

Easily one of the coolest cars we spotted at the show was this Mk2 Fiesta. And the strangest thing was that it was sitting unattended for ages before we spotted Ryan nipping back to it. This is a car that deserves to be proudly stood beside, gloating in the attention it continually receives!

The exterior is spot on, sitting low on a cracking set of Compomotive TH1370s and very subtly stretched tyres – there's no need for any XR2 kit, as simple is often the best way. Under the bonnet things are equally as impressive, with a 2.0-litre Zetec that has been treated to a set of cams and a good deal of headwork. Taking advantage of these top-end improvements are a set of R1 carbs – which have pushed the power up to 180bhp. More than enough in a tiny Mk2 Fiesta, and a good reason to have an RS Turbo LSD fitted too!



The track was in constant use throughout the day



Fastest of the weekend - Robert in the MJ Racing EsCos



GRAHAM HUTCHISON SIERRA COSWORTH



One of the fastest Fords around the Kames track was Graham in his three door Cossie. A tarmac rally car all its life, and with 14 years in Graham's possession and many events under its belt, it's surprising to hear him say that 'it's not had a hard life'! Well, comparing it to some of the 'show queens' we see you could argue that fact!

There was some clearly experienced driving going on, and the car looked thoroughly sorted too, so it was no surprise to hear that it was well specced. A fully adjustable rear beam sorts out one of the Sierra's most notable problem areas, and a Gripper diff puts the power down reliably and predictably. Up front compression struts keep everything perfectly placed, and Bilstein coilovers all round are more than up to the job. Under the bonnet the spec is good, if a little unusual! DTA management running wasted spark and Siemens injectors are great, but what's with the tiny T3 turbo? Graham says it's great on the likes of the Kames circuit as it has zero lag – he may well have a point there! Although he did say he may be tempted to go down the typical T34 route in the near future.



WOS RSOC AT KAMES



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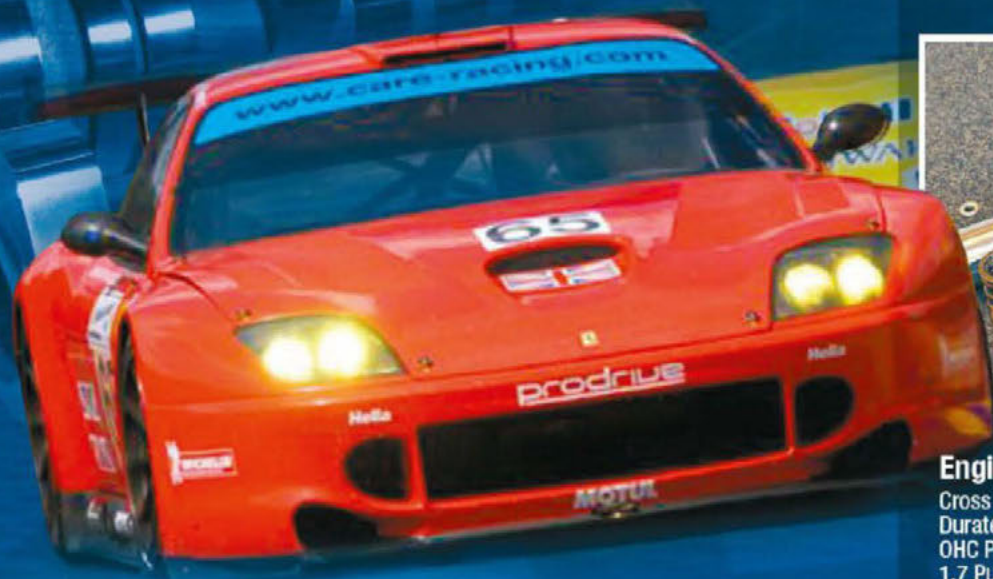
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BLACK B

Karl Simmonds has owned this stunning Saph since '92, and in that time it's progressed from a stock everyday driver to a show-stopping 393bhp concours trophy-hunter!

Words Jamie Photos Johnny Gawler



BEAUTY

There's few cars in the world that can boast having the same owner for 23 years. And those that can are more often than not a pre-war classic that 'granddad' has had tucked away in his shed – underneath an old set of curtains, three inches of dust, and a selection of tools that Noah would have refused to use when building the Ark on the grounds they're just too damn old!

So to find a Sapphire Cosworth – a car not uncommon to see double figures in the 'number of previous owners' box on the log book – that's been owned by the

same guy for nigh-on 23 years is somewhat of a rarity. But that guy does exist, and he's called Karl Simmonds. And the Sapphire Cosworth that he's owned since February 1992 is this simply stunning, concours-winning example you see here.

The story begins back when the car was just three years old, and Karl walked into the local dealership – Hendy Ford Southampton – looking for a new car. "I went looking specifically for a Sapphire," Karl remembers, "I had driven a mate's a few times and was instantly hooked!" He then goes on





Comp CXTs were stripped and repainted before fitting

to explain how he walked straight past an RS500 in the same showroom, his attention firmly fixed on the equally rare Gloss Black 2wd Sapphire: "From an investment point of view I suppose I should have bought the RS500, but at the time it didn't appeal to me – I much preferred the subtle looks of the Saph."

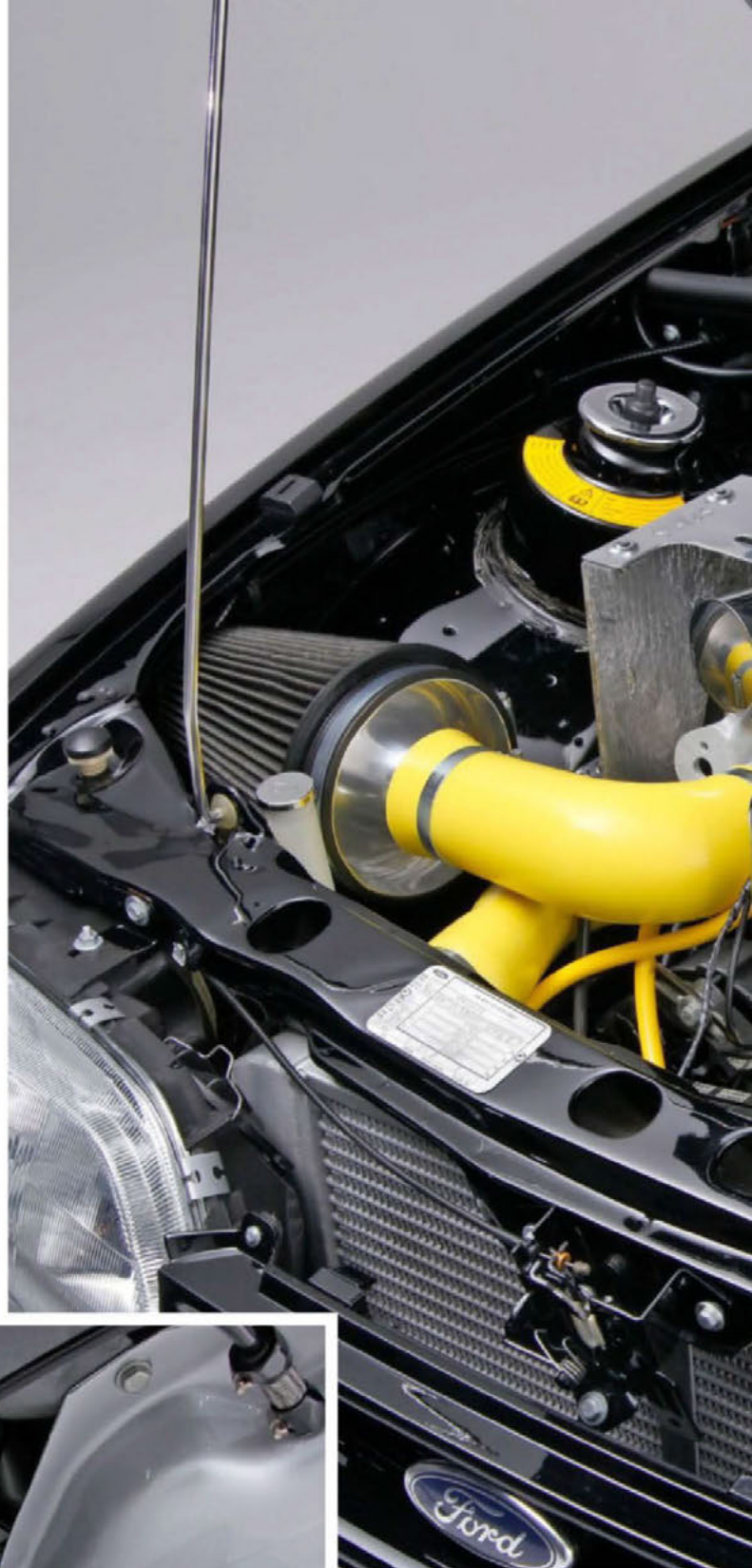
STORY TIME

The Saph already had somewhat of a story to tell, even at the tender age of three years old. Karl explains it had previously belonged to Hendy Ford's top man, Brian Hendy. As you'd expect from a three-year old car, everything looked to be standard – everything apart from the RS Turbo bonnet vents that Brian had fitted, and a Stage One chip that Karl knew nothing about. "It wasn't until I was at the Escort Cosworth launch a year later that someone recognised the car and told me it had been chipped. And

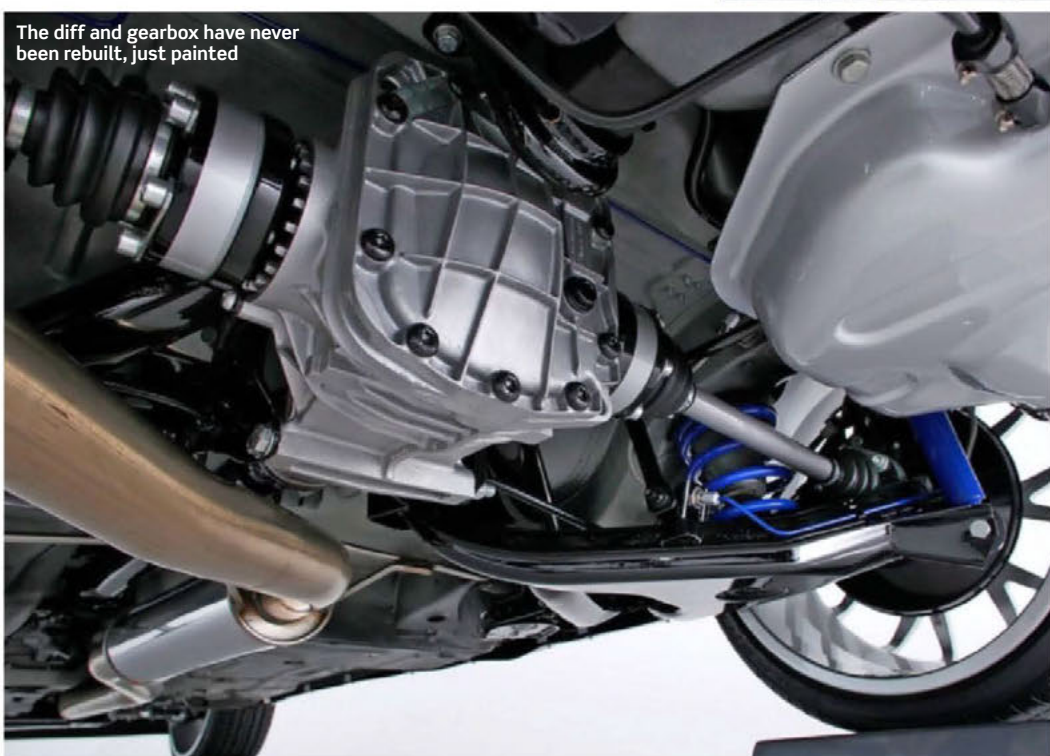
it turns out the guy who does all my paintwork today, Graham Foster, was the guy who fitted the bonnet vents back in 1989 as part of his apprenticeship!"

At this point in the tale, Karl was still good mates with guys from the Capri Club he used to frequent during his days of 2.8i ownership, and as such he tagged along to a few cars shows and meets in the Saph. It wasn't long before the urge to be faster than his mates – in particular one mate's turbocharged 2.8-litre Capri – got the better of him, and the Saph took a trip to Power Engineering in the late '90s for a Stage Three upgrade to around 330bhp.

Then as some of his mates started getting into concours competitions Karl decided to follow suit and entered the Saph at Ford Fair in '96 and '97. "I came third both years," he recalls, "I hadn't done any specific prep, but have always kept the car clean and had any little bits that require attention seen to straight away."



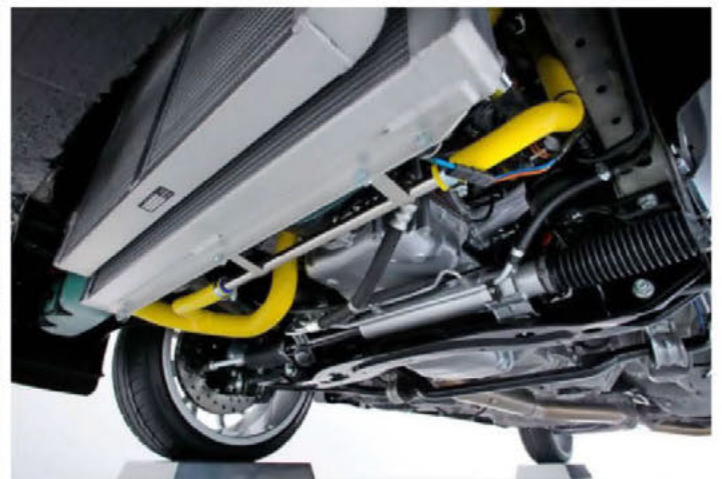
The diff and gearbox have never been rebuilt, just painted



Into the early 2000s the Saph found itself spending much of its time hidden away in a warm and dry garage as Karl struggled to find the time to use it. "I used to clean it a lot," he laughs, "but would never take it out in the rain. Or even if it looked like it was going to rain." This attitude may have meant Karl was the butt of many jokes from his mates, but 20 years down the line and the Saph is still as rot-free as the day it left the factory, has never been stripped and resprayed, and retains all its original panels.

In fact the only small area of surface rust ever

“The dyno read an impressive 393bhp and 420lb/ft”



to appear on the car was on the underside, and that provoked the strip down and mini-resto of the entire undercarriage in 2009. The Saph was taken to Tremona Garage in Southampton where Rob, Richard, and Malcolm Stickland got stuck into freshening its underbelly. "They asked me how far I wanted to go before they stopped, and I just said 'everything up to the slam panel'. So pretty much everything has been removed, cleaned, painted or powdercoated, and put back

together," smirks Karl. But Karl is keen to point out that aside from the small area of surface rust which had a dusting of fresh Gloss Back, the paint and underseal is all still the original stuff Henry's boys applied on the production line.

DEADLINE DAY

Tremona were given a deadline to get the car ready by – August 2010. Why? Karl explains: "I picked the car up from Tremona, fresh from the underside refurb, and drove it straight to Ford Fair...and I won my class!"

The following year saw Karl's attention turn to the engine bay. The Stage Three YB was still pulling strong but Karl decided the time was right for a bit of extra power, and of course the opportunity for a thorough clean and engine bay spruce up was an added bonus. The motor was pulled apart and rebuilt by Tremona, now featuring a ported head, T34 turbo, Siemens injectors and a Motorsport Developments chip. When all back together Karl and the Saph took another trip to Power Engineering

– this time the dyno read an impressive 393bhp and 420lb/ft!

To ensure the car could cope with this newfound grunt Karl wisely fitted a set of AP Racing four-pots and 330mm discs. "I'd had them for about a year before I got round to fitting them," Karl laughs, "because I wanted to get the bells powdercoated black, and I had all the little nuts that attach the bells to rotors individually chromed!" It's this level of attention to detail that sets the concours guys apart from the rest of us – there's

"I picked the car up from Tremona Garage, drove straight to Ford Fair, and won my class"



TECH SPEC SAPPHIRE COSWORTH

ENGINE

1993cc Cosworth YBB, original crank, con-rods and pistons, ported and polished cylinder head, stainless steel valves and valve seats, Garrett T34 turbo with 0.63 exhaust housing, Mongoose exhaust system, Siemens 55lb/hr injectors, L6 ECU with MSD chip, 3 Bar MAP sensor, oil breather kit, Pro Alloy RS500-style intercooler and alloy radiator, yellow silicone hoses, chrome and stainless engine bay tanks and covers.

POWER

393bhp, 420lb/ft

TRANSMISSION

Original Borg Warner T5 gearbox, Alcon Stage 2 clutch

SUSPENSION

Original Sapphire Cosworth springs and dampers, resprayed blue

BRAKES

Fronts: AP Racing four-pot calipers with 330mm discs
Rears: Original Sapphire Cosworth

WHEELS AND TYRES

Compomotive CXT 8x18in alloys with Falken 215/35x18 tyres

INTERIOR

Custom trimmed Recaros and doorcards in two-tone black and grey leather, grey leather gear gaiter, Momo steering wheel, Racetech oil pressure and boost gauges, Alpine MP3/CD player, storage pocket to replace original radio amp, Puma gear knob, all fixings chrome plated

EXTERIOR

1989 Sapphire Cosworth body, original Gloss Black paintwork (had touch-ups, but never a full respray), smoked rear lenses, 4x4 number plate surround, clear indicators, black and silver number plates

THANKS

Rob, Richard, and Malcolm Stickland at Tremona Garage, Graham Foster for paint and bodywork, and to my wife Kim for putting up with it all.



no compromise. The same is true of the Compomotive CXT rims, which were ordered brand new and promptly sent for a strip and refinish before going anywhere near the car.

FINISHING TOUCHES

The final chapter in this Saph's story saw the interior completely overhauled. In fact Karl still has the original Raven leather interior safely tucked away in his loft, buying a complete donor interior ready for the makeover. The resulting black and grey leather is simply gorgeous. And Karl's attention to detail is evident once more, with all nuts, bolts, clips, and screws being chromed before holding the freshly-covered interior pieces back in place. The interior was completed earlier this year, just in time for Karl to show it off at RS Combe. The Saph went down well and, naturally, won its class in the concours competitions, but it was Ford Fair this year where Karl got the biggest thrill: "I won my class – Modified Cosworth – and also won Modified Car of the Show! To win the top prize at Ford Fair was amazing, it makes it all worth the effort. Although I don't do it to win trophies, you can buy them for a few quid anywhere, but you can't buy the reaction it gets from



DRIVER SPEC

KARL SIMMONDS

Age: 54

Job: Roofing Contractor

First Ford: Cortina Mk1

Fav Ford: Anything Cossie-powered

Best Mod: Engine bay

What's Next: Keep it exactly as it is!

people! And to get a magazine feature on top of all that has really made the perfect end of the year for me!"

When quizzed about any future plans Karl simply answers "I'm leaving it as it is – I'll take it to shows as and when I want, but it's exactly how I want it and I'm not going to change it." And he does have a point...! 📺

"I don't do it to win trophies, but for the reaction it gets"



Interior makeover also included Momo steering wheel



Two tone black and grey leather is simply gorgeous!



DAN MONDEO TITANIUM X



JAMIE MONDEO ST220



LUKE SERIES 1 RS TURBO

ADE/SAPH COSSIE

TICK-TICK... BOOM!

SPEC MSD live map ■ Closed loop L8 & grey injectors ■ CR Turbos T34.48 ■ Gizzmo electronic boost controller
■ Gaz Gold Coilovers ■ Gripper plated LSD ■ Airtec Coolers

After his European adventure Ade's Saph is feeling rather poorly...



In the last update I'd spent pretty much a whole week blasting around Europe having a great time. Screaming down the German Autobahns, a last

minute blast around the Nürburgring, and a convoy with some top Classic Fords to name just a few of the highlights. But despite this, there was something being overlooked, but we'll get to that soon....

Back in the UK, I next headed up to Bovingdon Airfield to meet up with Gary Hughes to shoot his awesome SR20 drift Sierra (you may have read the full feature on his car a few issues back). Professionalism was the name of the game during the shoot, and the job was completed as expected. But the temptation of hooliganism was sitting there in the shape of my Cossie and a vast airfield, so of course some huge smokey powerslides were definitely in order! Sorry no pics of that (I was too busy hooning around!), it was purely done to amuse myself and I wasn't even thinking of getting content for this update at the time! Little did I know though that Bovingdon actually has one of the roughest surfaces of any drift venue in the known universe, and my nearly new rears were ripped to the cords after just a couple of runs! Thankfully though the guys at Learn2Drift, where Gary teaches the art of being sideways, helped me out by donating the sole correctly sized tyre they had, and my spare was bunged on the other side for the cruise home.

A gentle cruise all the way up the M6 to Glasgow followed, until I heard an ominous distant ticking. Pulling into services it suddenly dawned on me that I hadn't actually checked the oil level since leaving for Europe over a week ago – and the car had seen some serious abuse in the meantime!



Knackered tyres courtesy of Bovingdon's surface and Ade's lack of self control

"BOOM, SHAKE-SHAKE THE ROOM!"
ADE



Bead blaster required to get a fairly slim 215/40 onto the 8J Escos rim.



Aly from MJ Racing to the rescue!



ADE SAPPHIRE COSWORTH



LUKE THE TROLLEY



ALAN FIESTA ST

THIS MONTH

ADE'S SAPH **P42**
JAMIE'S ST220 **P44**
LUKE'S FIESTA **P45**

After coasting into the services with a seized engine there's nothing to do but get a tow home



This was especially bad as I knew that the worn valve guides did allow some slightly excessive oil consumption. Yes it needed a litre and a half to get back to the 'max', but amazingly my worries seemed unfounded as the ticking vanished as soon as it was topped up for the final leg of the drive home.

The next day though an enthusiastic drive to Knockhill resulted in disaster. The ticking very suddenly escalated to knocking, then as the clutch was depressed the engine completely seized! Yes, I really had paid the price for the lack of regular check-ups during the past week's fun. The poorly Cossie was towed home via a friendly RAC man who was equally elated to

see a Cossie, and gutted to see what had happened!

Aly from MJ Racing was the man to call next, and he quickly got it to his garage where the engine was stripped down to inspect the damage. And there was a fair bit! Some serious oil starvation had resulted in the crank and a con-rod welding themselves

together. Both parts were obviously beyond saving, but thankfully the damage seemed localised to there, so the engine is rebuild-able at least!

Yes the previous spec was immense fun, but a Cossie rebuild can't happen without an increase in performance and power, so that's exactly what I'm doing! Some tasty parts are being

sourced, and MSD notified that their live mapping skills will soon be called upon to dial in even more power. 400bhp-plus here we come..!

THANKS

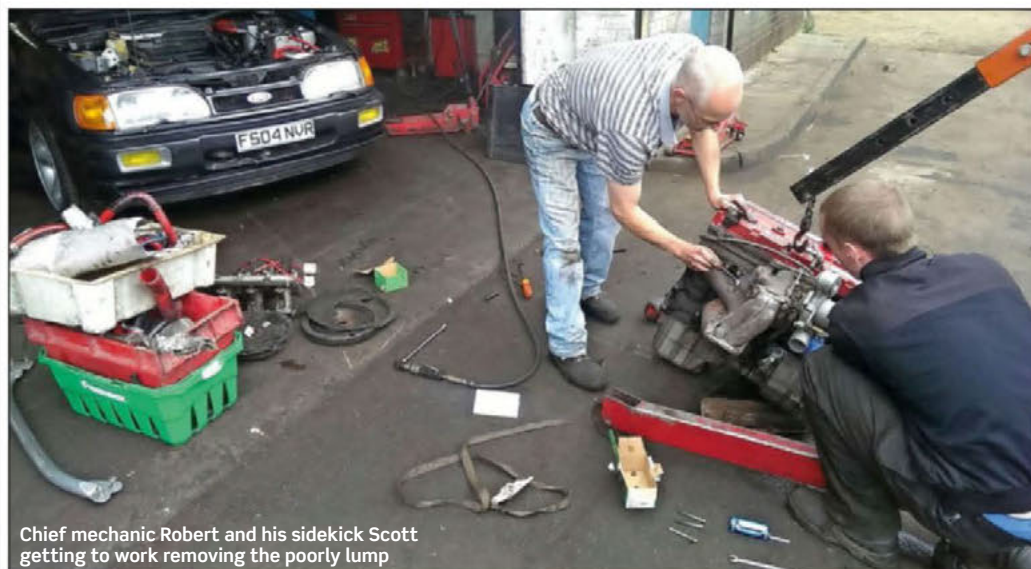
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That's one destroyed crankshaft!



Chief mechanic Robert and his sidekick Scott getting to work removing the poorly lump

JAMIE/MONDEO ST220

LEAKY SEAL

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads
 ■ Wolf pack extras ■ Cades Bern 8.5x20 alloys ■ Continental
 ContiSportContact3 tyres ■ Infinity custom exhaust

Jamie finally replaces a leaky crank seal, and gets ready for a big brake upgrade...



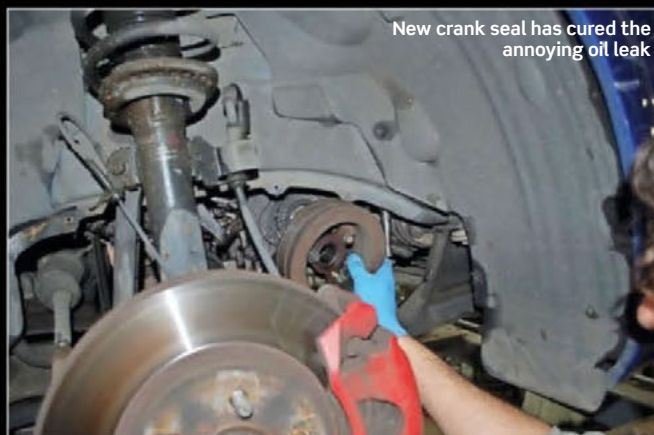
This month I've finally got around to repairing a niggly little fault that's been annoying me since the day I first bought the Mondeo – an oil leak. It didn't pour out all over the place, or in fact appear to affect the oil level at all, but I knew it was dripping from somewhere, as evident by the greasy underside of the car but more apparent, the smell of burning oil when the car was hot. Basically, after a good thrash and the leaky oil had been flung all over the underside of the engine, it would then proceed to drip onto the downpipe, creating the unmistakable, and if you're a car enthusiast – the embarrassing, smell of burning oil.

I knew it was nothing major – which is probably why it's taken me so long to get round to fixing it – and after investigating the underside of the V6 motor, and

cleaning away years of muck, oil, and general grime I was able to make an educated guess that the source of my annoying leak was in fact the crankshaft seal. A quick search on eBay saw my Paypal account relieved of £15, and a couple of days later I had the replacement seal ready to go.

Fitting was fairly straightforward – just loosen off the auxiliary belt, undo the big nut that holds the crank pulley to the crankshaft, and then (using a two-leg puller, or three bolts into the threaded holes in the pulley itself) pull the crank pulley off. That reveals the crank seal. Simply tap out the old one, and gently tap the new one home. Refit the crank pulley and aux belt (the 30 mins of head scratching working out the belt's correct route is optional!) and the job is done. After some funny smells initially as all the cleaner and greasy hand prints burnt off, the car now has no annoying oily smells! Well, for now at least!

To celebrate, I ordered some new goodies for the big ST. First up were something my predecessor (and fellow Mondeo fan) would clearly approve of, especially as he fitted some to both



New crank seal has cured the annoying oil leak



his previous Mk3 and his current Mk4 Estates – I am of course referring to wind deflectors!

Fair enough, they're not the most exciting mod in the world, but they do actually look quite cool, are cheap, serve a purpose, and are easy to fit – so they do make sense.

To redeem myself I have also started gathering parts for a much more substantial upgrade – brakes. You may recall that last month friend of the mag and all round good guy, Eric from KMS, sent me a pair of Focus ST calipers, well this month I've been in touch with EBC and ordered a set



Wind deflectors are a simple upgrade that just work

of USR slotted discs and Yellow Stuff pads for the Focus ST brake upgrade. And while I was at it I also got them to send out the same combo for the Mondeo rears too! I can't wait to get them all fitted up, as the standard brakes are simply shocking! But more on that next month....

THANKS

EBC

www.ebcbrakes.com

KMS Motorsport

www.kmsmotorsport.com



"DAN WOULD DEFINITELY APPROVE!"
 JAMIE

Cheeky recent pic shows the Focus ST brakes are now fitted, but full update on that next month...

The Trolley now lives in its own custom-built garage!



LUKE / THE TROLLEY

TROLLEY PARK

SPEC 2.1-litre 500+bhp Zetec ■ 6-speed dog box ■ dry sump ■ GT3071 turbo ■ 6-point roll cage ■ Autoflock dash/carbon ■ Pro Alloy fuel cell ■ Autoflock carbon roof ■ AP brakes/CarboTech pads

Luke builds a bespoke home for his feisty Fiesta...



somewhere for the Trolley to live. If it wasn't at JKM Performance having some tinkering done or upgrades

For as long as I can remember I've had to beg and plead with family and friends, or put my hand in my pocket and pay rent just to have

fitted then it was tucked away at my cousin's house, taking up valuable storage space in their garage.

Well not any more! Because I've now gone and built a garage at home, just for the Fiesta! A short walk to the bottom of the garden now sees Trolley safely nestled in its new home.

As any car enthusiast will tell you – especially one with my levels of OCD – it's important to have a clean, warm, dry, and well-lit work space to store

and maintain your pride and joy in. And the new garage is just that!

The roof has been filled with insulation to keep me – and the car – warm when it comes to tinkering, and 15 LED downlights means the whole area is nice and light – perfect for those long dark winter nights that are now upon us. The floor has been sealed with an epoxy resin before being painted in a

"YOU GOTTA HAVE A MAN CAVE!"
LUKE

grey epoxy floor paint, so the whole unit can be easily swept or any mess quickly tidied up to ensure the garage's kept as a nice and clean working environment.

Next up, it'll be time to fit some storage units for the Trolley's long list of essential spares, and also kit the garage out with some tools and workbenches...

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WORK HA
PLAY HA



This awesome wide-arch, 270bhp Fiesta ST may be a demo car to showcase his company's talents, but the finely fettled Ford is mainly just an epic track toy for SCC Performance's front-man Rob Oldman!

Words Jamie Photos Dan Sherwood

WARD ORDER!

Rob Oldman has been tuning Blue Ovals for years. Whether that's RS Turbos throughout the 90s, Mk1 Focus RSs during the 2000s, or the Mk2 Focus STs and RSs from a few years back, it's fair to say that Rob knows how to get the most from a fast Ford.

His company, SCC Performance, has now turned their hand to the current crop of sporty hatchbacks coming from Henry's stable – the Mk3 Focus ST, and even more recently the Mk7 Fiesta ST. And obviously, if they were going to be working on customers' examples, it's only fitting that SCC has an ST of its own to develop, test, and showcase its products on.

"We put our name down for a Fiesta ST as soon as they were available," Rob



recalls, "We had one of the first deliveries in March 2013 – a Spirit Blue ST2." Rob also explains that despite being bought as a development car the Fiesta also had a secondary role to fulfill: "it also had to double as my daily car!"

Despite this it wasn't long before the process of improving things was fully underway, as within a few days of delivery the box-fresh ST found itself at the Revo workshops where the ECU gurus set to work devising a Stage 1 remap. "The Revo Stage 1 map was the first product fitted and in fact we had it on here for a few months before it was released to the general public," Rob smirks, "we were very impressed with the results. It was making between 210-215bhp from just a map with no other products fitted!"

That's quite a significant hike in power, and got the guys at SCC thinking 'I wonder what we can

get out of it with some decent hardware fitted too'. So it wasn't long before the ST found itself at various companies across the UK; firstly at Pro Alloy in Suffolk for a much-improved intercooler, and then up to Milltek's design and development centre in Derbyshire so a new exhaust system could be fabricated.

TIME FOR A TREAT

During one of the brief spells in Rob's possession, the Fiesta was treated to a set of coilovers from Weitec. "They were a good starting point. They were a huge improvement over the stock suspension, but I'd started to do a few track days and the Weitecs were a little too soft for track use," explains Rob. The Weitec kit is no longer available and has since been superseded by the 'Type X' kit from ST Suspensions. "It's pretty much the same kit as the



"I saw a car with the TGST wide-arch kit fitted and thought it looked spot-on"



Custom embroidered Cobra buckets are both cool and functional



TECH SPEC FIESTA ST

ENGINE

Fiesta ST 1.6-litre EcoBoost, standard internals, Revo 'Beta Stage 3' software, Peron Billet X hybrid turbo, Pro Alloy intercooler, Milltek cat-back exhaust system, Peron de-cat pipe, J1 Automotive induction kit, Devils Own water/meth injection kit,.

POWER

270-275bhp

TRANSMISSION

Fiesta ST 6-speed gearbox, Quaife ATB

SUSPENSION

ST Suspension fully adjustable XTA coilover kit, adjustable top mounts, Powerflex polyurethane bushes throughout, Summit strut braces

BRAKES

Fronts: KSport 308mm discs with 6

pot calipers

Rears: SCC grooved rear discs
Goodridge brake lines and Ferodo DS2500 pads all round

WHEELS/TYRES

Fifteen52 Turbo Mac MB 9x18 rims,
Nankang NS-2R track tyres

INTERIOR

Fiesta ST2 spec, Cobra Suzuka custom embroidered 'Revo' bucket seats, four-point race harnesses, Innovate boost controller, AFR gauge, shift light

EXTERIOR

TGST wide-arch kit, custom graphics vinyl wrap

THANKS

Revo, Pro Alloy, Milltek, Peron, ST Suspensions, and everyone at SCC!



➤ Weitec one, so we decided to wait until ST Suspensions released the XTA kit – a fully adjustable version – and we went for that as soon as it was available,” smirks Rob. The XTA kit comes complete with adjustable bump and rebound settings, adjustable ride height, and adjustable top mounts, allowing Rob to find the perfect set-up for track use. Rob agrees “the car has since come a long way from its original brief as a daily driver, but the XTA kit is really nice on both the road and track”



“Another Revo session saw the development of a Stage 3 map, and between 270-275bhp!”



POWER HUNGRY

The next step in the quest for power saw Rob looking to get some more fresh air into the EcoBoost motor in the shape of a performance air filter kit. “We tested a few, but eventually went with the J1 Automotive kit – it performed well, and has the advantage of a heatshield too.”

A revised Revo map was then written to take full advantage of the intercooler, air filter, and exhaust upgrades – the resulting Stage 2 map saw the ST kick out between 230-245bhp.

Further to the Stage 2 upgrades, Rob then deemed the stock turbo to be the next biggest restriction, so an alternative needed to be found. Not wanting to stray away from the ‘bolt-on’ ethos (not many people want to start cutting their brand new car about just to fit a bigger turbo!) Rob decided that a hybrid version of the original unit would make ideal sense as a first step in turbo tuning. So after a chat with Peron, the Fiesta’s standard turbo soon had its innards removed, its housings machined to accept

a larger turbine wheel with cut-back blades, a billet compressor wheel, and a beefier 360deg thrust bearing. All of which means the turbo is now capable of supplying the engine with the increased volumes of air it craves, but without affecting the overall dimensions of the unit. Yet another Revo session saw the development of a Stage 3 map, and between 270-275bhp! That’s some impressive power for a selection of ‘plug and play’ mods! But Rob’s not finished there, he and Peron are already

at the latter stages of designing a P3XX ‘big turbo’ kit, which makes use of a Borg Warner EFR turbo and tubular exhaust manifold – early indications show power is expected to exceed 300bhp!

GETTING NOTICED

Before the big turbo upgrade is ready though, Rob has used the time to make his ST stand out from the rest. With all the hard work that’s gone into the car he wanted people to notice it, and why not? It is supposed to be a demo car after all.



DRIVER SPEC

ROB OLDMAN

Age: 38

Job: Owner SCC Performance

First Ford: Fiesta Mk1

Fav Ford: Focus RS Mk2

Whats Next: Continue development

“I saw DMB Graphics’ Fiesta ST, which had a TGST wide-arch kit fitted, and I thought it just looked spot-on. So I spoke to the guys at Tarnock Garage and got the kit ordered,” Rob remembers. But this was only a few weeks before the mighty Ford Fair, and Rob really wanted the car at the show – the clock was ticking!

Tarnock Garage quote 100 hours of labour to fit the kit, and Rob went above and beyond this searching for the perfect fit and finish. “It was the little things like the fact the kit doesn’t come with front arch liners, so we had to make our own.” Fitting such a wide kit also rendered the selection of Team Dynamics and Compomotive wheels the ST had previously worn redundant. So a set of Fifteen52 Turbo Mac rims were shipped over from the ‘States to fill the now-chunky arches perfectly.

WRAPPERS DELIGHT

Rob got the car back with the kit fitted at the beginning of August – Ford Fair was just days away. “The car went straight from the bodyshop up to Blueprint in Nottingham to be wrapped,” recalls Rob, with the freshly-wrapped car being dropped back in St. Albans just two days before Ford Fair. Still that gave Rob just enough time to get the custom-embroidered Cobra bucket seats and race harnesses mounted before heading off to the show.

Was it all worth the effort? “Oh yeah, the reaction the car got was immense. The car got so much attention,” Rob grins, “I was tagged in so many Facebook posts by the end of the day you



Fifteen52 Turbo Mac rims were needed to fill the wider arches

wouldn’t believe it!”

The best bit of the show for Rob though was getting the Fiesta out on track – it’s where this awesome fast Ford belongs. “It’s just great fun! I always come away from a track day in this with a huge smile. People underestimate it, it’s a quick little car – much quicker than most

people expect!” And don’t think that because the once daily driver has morphed into a full-on track machine that it doesn’t get used any more, as Rob does as many track days as he possibly can. “I just love driving it, and I really enjoy track days. Plus what better way to showcase your products and workmanship than to thrash

it round a track all day!?” Rob justifies. And when he puts it like that, you can’t really argue with him. We’re sure we’re going to see much more of Rob and his eye-catching Fiesta ST as the company continues to work hard developing performance upgrades, and as Rob continues to play even harder proving that they work! 🏁

You can't really miss
this ST can you?



"It's just great fun! I always come away from
a track day in this with a huge smile"

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SIGN OFF IN STYLE

Airwaves Racing end the season with a win at Silverstone and a podium finish at Brands Hatch...

The Airwaves Racing crew headed to the home of British motorsport on the back of a run of good results, and spirits were justifiably high as the BTCC headed to Silverstone. Race one saw Mat Jackson's blistering start launch him into third place, where, despite battling with the leaders, he finished to claim another podium finish for the Motorbase-run team.

The combination of success ballast and soft tyre meant Jackson had his work cut out in race two, but fought hard to hold on for a P4 finish. Teammate Giovanardi had a terrible start to the weekend qualifying P19 on Saturday, but a brace of great drives saw him work up to finish P9 in race

two – and be in with out a shout of a pole position start for the 'reverse grid' of race three.

Fellow Motorbase member and Crabbies Focus ST driver, Jack Clarke, pulled out Gio's name to see the Italian start on pole for the third and final race. Jackson's 4th place start was effectively promoted to P3 when Tordoff's MG had to be pushed off the start line.

Both Airwaves cars got away cleanly, but promptly battled with each other for the lead, with Jackson just sneaking ahead of his teammate. A Safety Car period bunched the pack up but Jackson got away and eventually crossed the line nearly three seconds ahead of anyone else to claim the victory. Unfortunately Gio couldn't

follow Mat home, having been passed by Smith's VW and then coming under immense pressure from a hard-charging pack containing eventual Champion Turkington and BTCC legend Jason Plato, the Italian suffered contact which saw him fired off the track, rejoining the race in P11.

The BTCC then moved to Brands Hatch for the final three races of the season on the GP Circuit. By this time news had broken that Wrigley's Airwaves had announced they would end their sponsorship of the Motorbase team at the end of the season. This news only served to inspire the Airwaves' drivers to put in a strong performance to mark the end of the six-year partnership.



Crabbies driver Jack Clarke claimed 2nd place at Brands Hatch



Clarke and Jackson both finished on the podium



Winner! Jackson was the first over the line at Silverstone

The first race was frantic, but luckily both Airwaves cars managed to avoid most of the carnage to come home in P4 (Jackson) and P6 (Gio). The second race was just as eventful, with Jackson making up a place to P3 and battling with Plato for second before the Safety Car was deployed. The restart saw Plato take out newly-crowned Champ, Turkington, and Jackson snuck past into the lead. The lead would

prove to be short-lived however – an uncharacteristic error from Mat saw the Focus spin off on to the wet grass, eventually rejoining at the back of the field.

The third race of the day, and final of the 2014 season, saw fellow Motorbase driver, Jack Clarke, drawn as pole sitter in his Crabbies-sponsored Focus ST. Jack drove a superb race, and despite the safety car bunching the pack behind him on two separate

occasions he remained calm and in control, enjoying some very crowd-pleasing battles with former Champ Gordon Shedden as he lost and then retook the lead on the start/finish straight. Eventually the Honda driver's experience and racecraft saw him find a way past, but Clarke held on to claim P2 and his first ever BTCC podium finish!

Behind, things were just as interesting – Jackson battled hard

to fight his way up to finish P3 behind Clark, and Gio came home in P13. Those results saw Motorbase finish fourth in the Team standings, and Jackson's great drives saw him finish fourth overall in the Driver's table too.

The results were a great way to mark the end of an era wearing the Airwaves Racing colours, but the Motorbase team are excited to see what the future has in store. Bring on the 2015 season... 🍷

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THE MAGIC NUMBER

An RS500 knocking out almost 500bhp and built using the 500th chassis of its kind? That'll be Leon Leonti's sensational special edition Sierra...

Words Dan Furr **Photos** Dan Pullen





Ford fanatic and owner of this RS500, Leon Leonti, stresses, "the license plate number was assigned at the factory," as we spot his pride and joy squatting among a host of impressive Blue Ovals at this year's Ford Fair. "Everybody assumes that it's a private plate and that I must have bought it at some point in the recent past, but it was there when the car was sold as new!" he beams, acknowledging that our enquiries about the identity of his stunning Sierra indicate an awareness that we're in the company of no ordinary RS Cosworth.

Of course, all surviving examples of Ford's legendary touring car homologation model are rightly regarded as fantastic, but Leon's motor boasts a remarkable history that begins at its original point of sale. "There doesn't seem to have been a consistency between the order of RS500 identities and their accompanying chassis numbers," he ponders. "For example, my car is special edition number 181, but further investigation and consultation with the guys who run the official

register confirms that it makes use of the 500th chassis of its kind. I guess that explains why it was awarded such a noteworthy registration number," he says.

Leon is no stranger to RS ownership, and he can reel off a list of modified Series 1 Escorts and a tidy three-door Cossie as cars that he'd had in advance of the arrival of his RS500. As a Mercedes-Benz technician, however, he found it difficult to resist the lure of a luxury German barge, and he briefly parted company with the Ford scene in favour of time spent behind the wheel of an AMG C43.

"I loved the Merc, but I'm a Blue Oval boy through and

through!" he laughs. True to his word, his fondness for Henry's finest would culminate in the purchase of the RS500, yet it was the aforementioned three-door that unwittingly led him to the black beauty's keys in the first place. "I was cruising the mean streets of my hometown in Kent from within the confines of my Cossie when I noticed that I was being tailed," he tells us. "I pulled into a petrol station whereupon the vehicle that had become a permanent fixture in my rear-view mirror ground to a halt beside me. The occupant hopped out and eyeballed my Sierra before asking whether I was in need of any spare parts!" he gasps.

THE HARD SELL

The pursuer explained that he was

in the process of restoring and modifying a genuine RS500, and that he had a mountain of spares that he was keen to sell in order to raise valuable funds that could be channelled into his project. Leon took advantage of the offer of an original front splitter and arranged to collect the item from the seller's nearby workshop.

"I took the opportunity to have a look at his Ford-shaped work-in-progress during my visit," continues Leon. "I was amazed at the amount of time, effort and money that had been lavished on the car, and I told the guy that he should contact me if ever he decided to throw the towel in!" he smiles. In fact, a target speed of 200mph with guaranteed reliability had seen over forty grand invested in the project up

until that point in time (a figure that doesn't include the purchase price of the brutal Blue Oval itself) and it was packing a wide range of race-ready apparatus designed to help it reach its goal.

The car's factory 224bhp powerplant had been replaced by a custom YB making use of a rare Trident Motorsport block, Group A pocketed pistons, shot-peened rods, a knife-edged crankshaft, a ported and polished cylinder head, an uprated valvetrain and a bespoke twin sensor wiring loom. A heavily modified T4 turbocharger, a Group A breather system, a port-matched inlet manifold, stamped Graham Hathaway Racing touring car solid boost pipes and a Mongoose stainless steel exhaust system helped to ensure uninhibited

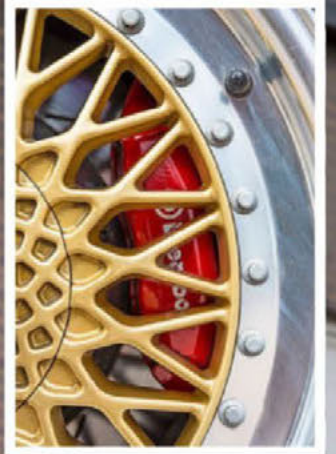
"I was amazed by the amount of time, effort and money lavished on the car"



airflow, while traces of a stock transmission were nowhere to be seen thanks to the awe-inspiring inclusion of a Dodge Viper's Tremec T-56 six-speed gearbox.

BOXING CLEVER

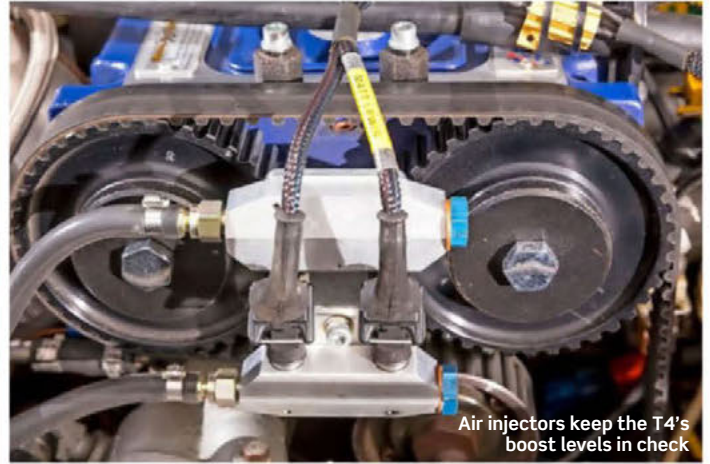
As you'd expect, fitting the Yank tank's equipment took a lot of effort, and it required a modified aluminium bell housing, an enlarged diameter propshaft, a Ford Motorsport differential and an AP Racing clutch kit to ensure that it operated in its new surroundings without complaint. Brembo four-pot front calipers with massive 380mm discs and Sapphire 4x4 rears were called into service in order to deliver adequate stopping power at speed, ➤



“It’s knocking out an estimated 480bhp right now, but I hope to push past the 500bhp mark”



The engine has been built to take over 550bhp!



Air injectors keep the T4's boost levels in check



Graham Hathaway boost hoses have a little tell-tale stamp

while powdercoated strengthened suspension components, adjustable sports dampers and Ahmed Bayjoo lowering springs enhanced the car's handling abilities.

Leon's three-door was pumping out a stonking 407bhp thanks to an engine built by respected Cossie modifier, Dave Wilson. The RS500's lump had also been prepared by Dave, and Leon was confident that the car would be every bit as reliable as his own. However, despite his apparent enthusiasm for the project, there was one area of the super Sierra that he disliked with a passion. "I hated its gold wheels! They might be genuine staggered Compomotive CXN split rims, but I really didn't take to them at all!" he cries. Even so, their controversial appointment didn't dissuade him from reiterating his desire to inherit the car if its

owner ever wanted to sell, and he left the workshop with his new splitter and a promise to keep in touch in the future.

Years passed. The three-door was sold on to make space for the AMG, and Leon had emigrated with his family (and his Benz!) to Cyprus. Then, an unexpected phone call announced the availability of the unfinished RS500 project due to its owners need to generate quick cash following a regrettable divorce. Furthermore, he was about to establish a chauffeuring business and wanted to know if he could take the Merc as part of an exchange deal.

PERFECT TIMING

"My wife and I were considering a move back to Blighty and I was itching to buy myself a fast Ford," recalls Leon. Unsurprisingly, he didn't hesitate to secure his name

on the RS500's logbook, and efforts to complete the build of the car began six months later following the Leonti clan's return to English shores.

The Sierra's shocks were subsequently replaced with GAZ fully adjustable coilovers accompanied by custom load springs, solid mounts and polyurethane bushes. Missing bits of exterior trim were sourced, additional gauges were plumbed

into its spotless cabin, and a two week period of paint restoration ended with the application of new side stripes and exterior graphics. Oh, and it would be churlish of us not to mention Leon's change of heart regarding those rare rims. "I've decorated them with black centre caps. It's amazing how much of a difference that small change has made to the overall appearance of the car. I'd go as far as to say

TECH SPEC SIERRA RS500

ENGINE

2-litre 16v YBD, Trident Motorsport block, Cosworth Group A pocketed pistons and oil squirters, Group A shot-peened connecting rods and bolts, Group A works specification knife edged crankshaft, 'works' specification ported and polished cylinder head, large port standard valves, Isky double valve springs, bronze valve guides, 4x4 cam followers, RS500 T4 turbo hanger, Group A head studs, Pectel Level 8 ECU with anti-lag, wasted spark ignition system, air injectors, twin ignition amplifiers, twin MAP sensors, 8 x green fuel injectors, Group A adjustable fuel pressure regulator, Group A fuel pump, braided fuel lines, works specification twin crank sensor engine loom, standard airbox with enlarged air intake duct, Group A breather system, K&N panel filter, port matched inlet manifold, T4

anti-lag turbocharger with 247 shaft and modified valve, o-ringed valve cover with cam trigger, Bailey twin-piston dump valve, Graham Hathaway Racing solid alloy boost pipes, Mongoose stainless steel exhaust system, Group A oil pump with extra spring, baffled and gated sump, remote oil filter system, Bailey polished header tank, Group A alternator and mounting bracket, Group A PAS pump and bracket, silicone hoses

POWER

480bhp

TRANSMISSION

Tremec T-56 six-speed manual gearbox with modified bell housing, hydraulic clutch system, AP Racing clutch kit, enlarged diameter propshaft, 9-inch Ford Motorsport differential, modified gearbox cradle

SUSPENSION

GAZ adjustable coilovers, 300lb (front) and 200lb (rear) springs, polybushed throughout, solid alloy steering rack bushes, powdercoated lower arms and anti-roll bars

BRAKES

Brembo four-piston front calipers painted red with 380mm grooved discs, 4x4 rear calipers painted red with 300mm grooved discs, alloy bells, braided hoses, custom brake cooling ducts

WHEELS & TYRES

7.5x17-inch (front) and 8x17-inch (rear) Compomotive CXN split rims with gold painted centres and polished lips, black centre caps, Toyo Proxes T1-R 205/40/17 (front) and 215/40/17 (rear) tyres

EXTERIOR

Factory RS500 bodykit, fog lamp

deletion (to allow for brake cooling duct airflow), shortened colour-coded registration plates

INTERIOR

Factory RS500 Recaro upholstery, Autometer gauges (oil temperature, oil pressure, water temperature, boost pressure, air/fuel ratio), twin crank sensor switchover button, boost adjustment switch, three-spoke Rallye Sport steering wheel, bespoke dashboard cover, tailored floor mats, Pioneer head unit, 6-CD multichanger, aftermarket speakers

THANKS

I would like to thank my wife for putting up with my passion for cars, my RS500's previous owner (Richard Davis) for agreeing to sell it to me, Dave Wilson for his help with the build and for his invaluable technical expertise.

How could anyone not love a black RS500 on gold Comps?



AFR is arguably the most important gauge to have in a Cossie



that the wheels are now one its greatest features!" he grins.

His RS500's previous owner had intended to install a Stack dash that would interpret the signal generated by the Viper gearbox and display its speed and rpm values accordingly. Unfortunately, this had failed to happen before he'd parted company with the project, and Leon was faced with the arduous task of getting his ride's stock dials to work with its mighty Tremec transmission. Much head scratching and online research ensued, but the addition of a USDM speedo convertor has successfully paired the two



components, and Mr Leonti is delighted to report that they are now working alongside one another without fault.

SLOW STARTER

Incredibly, the project had dragged on for almost a decade prior to Leon's intervention, and the car hadn't moved under its own steam at any point during that time. That said, its powertrain had been built with a 550bhp performance figure in mind, and he was keen to get it up and running as quickly as possible in the hope of finding out whether it could deliver on its promise of a serious amount of fast road fun.

"It's knocking out an estimated 480bhp right now, but I'm planning to replace its aging Pectel ECU with a modern day equivalent in the hope of pushing past the magic 500bhp mark," he confirms, recognising the significance of bringing the model's moniker, his car's distinguished chassis, its assigned registration number, and a matching power figure all in line with one another. It'll be a brilliant achievement, and one that will certainly add to the colourful history of this fantastic Ford. 🏁



Factory fresh trim is lifted by the addition of Autometer gauges



DRIVER SPEC

LEON LEONTI

Age 44

Job Mercedes-Benz technician

First Ford A 1.6-litre Mk3 Capri

Fave Ford Any of the BTCC/ATCC RS500 touring cars

Fave mod I hated the wheels at first, but now I think that they're the car's best feature!

What's next A new ECU and a remap designed to get the best out of the car

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Words Jamie Photos Pawell Borowski, Matthew Dear, Adam Bishop

TRAX 2014

Trax may be a show for all makes and models, but naturally the mighty Blue Oval was very well represented...

Trax has always been a bit of a weird one for Ford fans; held at the same venue, and just a few weeks after the ever-epic Ford Fair. But in recent years the show's popularity with Ford owners has continued to grow, with more and more ST and RS-badged motors filling up the displays. This year was even better again, and row after row of modified Blue Ovals packed the display areas.

Being a multi-marque show, Trax allows us Fordies to take a step outside of our usual circles and take a peak at

what others are doing. Whether it's taking inspiration from the Japanese drift scene, seeing what ideas from the 'stanced' crew will work on our own motors, or generally keeping up to speed with the latest funky fad that's sweeping the modifying world, it gives us the opportunity to see for ourselves what others are up to.

But Trax isn't just a static show – far from it. Calling itself 'the ultimate performance car event', Trax needs to be more than just a selection of radical show cars, and it is. This year saw the

event play host to the ever-impressive *Time Attack* series – giving show-goers the opportunity to witness some of the fastest, and quite frankly nuttiest, cars in the country attacking the Silverstone circuit at incredible speeds. Add to that Round 5 of the British Drift Championship and there was plenty of on-track action to keep the crowds entertained all day.

On top of all this, there were awesome competitions to enter, fantastic products to drool over, pretty ladies to look at, and of course, plenty of fast Fords to fall in love with...

Wales Rally GB stand included some impressive motors - naturally this Fiesta was our favourite!



Mad Max's cousin turned up in his Capri...



Fords of all ages were well represented





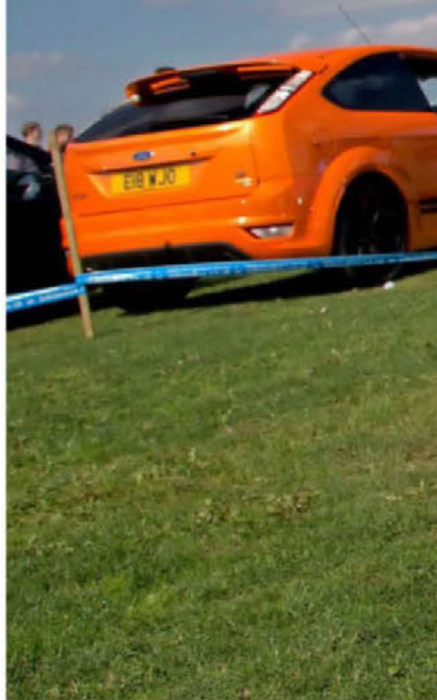
Mountune's MR300 Focus ST attracted a lot of attention

Matthew Coats' Fiesta ST looking splendid on the Fast Ford stand





With so many impressive motors on display, Fords dominated the show



Ooofff! Now that sits well!



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Words: Dan Williamson

ULTIMATE GUIDE TO FOCUS ST250

The future is tangerine – Ford's Focus ST250 is gearing up to be a perfect package of performance, practicality and tuning potential

ENGINE

1999cc, turbocharged, four-cylinder, 16-valve, DOHC EcoBoost with alloy block and head, 10.0:1 compression ratio, cast iron crankshaft, cast iron pistons, forged connecting rods, twin-independent variable cam timing (Ti-VCT), timing chain drive, Borg-Warner K03 low-inertia turbocharger, high-pressure direct fuel injection, redesigned intake, Bosch MED17 engine management, redesigned exhaust system with twin hexagonal centre-exit tailpipes.

TRANSMISSION

Front-wheel drive with Getrag Ford Durashift MMT6 six-speed manual gearbox.

BRAKES

320mm ventilated discs (front), 271mm ventilated discs (rear), ABS with

electronic brake force distribution.

SUSPENSION

MacPherson struts, gas-filled dampers, 10mm lowered coil springs, anti-roll bar, revised steering knuckles, uprated bushes (front), independent control blade multi-link system, revised suspension knuckles, gas-filled dampers, 10mm lowered coil springs, revised 22mm anti-roll bar (rear), electronic stability programme (ESP), torque vectoring control (TVC), recalibrated variable-ratio electronic power-assisted steering with quick rack.

WHEELS AND TYRES

8x18in alloys and 235/40x18 Goodyear Eagle F1 tyres.

INTERIOR

Recaro front seats in Lux in Charcoal Black cloth (ST-1), Protection on Lux in Smoke Storm/Tangerine

Scream/Spirit Blue/Race Red (ST-2) or Windsor leather in Charcoal Black (ST-3), heated and power-adjustable front seats (ST-3), sculpted Recaro rear bench seat (ST-3), ST leather-trimmed steering wheel, ST gearknob, ST pedals, Ford Power Start button, air conditioning (ST-1), climate control (ST-2 and ST-3), keyless entry (ST-3), auto-dimming rear-view mirror (ST-2 and ST-3), Ford DAB audio (ST-1), Sony DAB audio with 4.2in display (ST-2 and ST-3), optional premium sound system. Optional cruise control, blind spot information system (BLIS), Active City Stop and Driver Assistance Pack (ST-2 and ST-3).

EXTERIOR

Focus five-door hatchback or five-door estate with ST bodykit including front bumper with fog lights, gloss-black grille, side

skirts, rear bumper and rear spoiler, plus black headlight surrounds, black roof rails (estate), auto headlights (ST-2 and ST-3), rain-sensitive windscreen wipers (ST-2 and ST-3), heated windscreen (ST-2 and ST-3), LED day running lights (ST-3), xenon headlamps (ST-3), Powerfold door mirrors and rear parking sensors (standard on ST-3 or optional on ST-2 City Pack). Optional rear privacy glass (ST-2 and ST-3), optional glass electric sunroof (ST-2 and ST-3 hatch), optional Performance Pack/ST Style Pack adds Radio Grey wheels, red brake calipers and illuminated scuff plates (ST-2 and ST-3).

Available in Frozen White, Race Red, Spirit Blue, Tangerine Scream, Panther Black or Moondust Silver.

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TORQUE

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0-62

6.5 seconds

TUNABILITY

★★★★★

RELIABILITY

★★★★★

PERFORMANCE

★★★★★



HISTORY



Tuners have got to grips with the Mk3 ST, but the public are a bit slow on the uptake

The Mk3 Focus ST (known as the ST250) had a lot to live up to. Its predecessor – the Mk2 ST225 – is already a must-own fast Ford, thanks to its eager driveability, rumbling five-cylinder soundtrack and potential to produce big power.

On the face of it, the ST250 leaves the Mk2 in its shade. But somehow it hasn't yet captured the hearts of Blue Oval enthusiasts – partly thanks to the uninspiring styling and lack of a three-door bodyshell; the options are a five-door hatchback or estate. Meanwhile, others bemoan the loss of the five-pot Volvo engine.

But that's just daft – until the Mk2 Focus, fast Fords were usually four-cylinder family cars. The



turbocharged two-litre Mk3 is superior in almost every way, and can even hold its head high alongside the Focus RS.

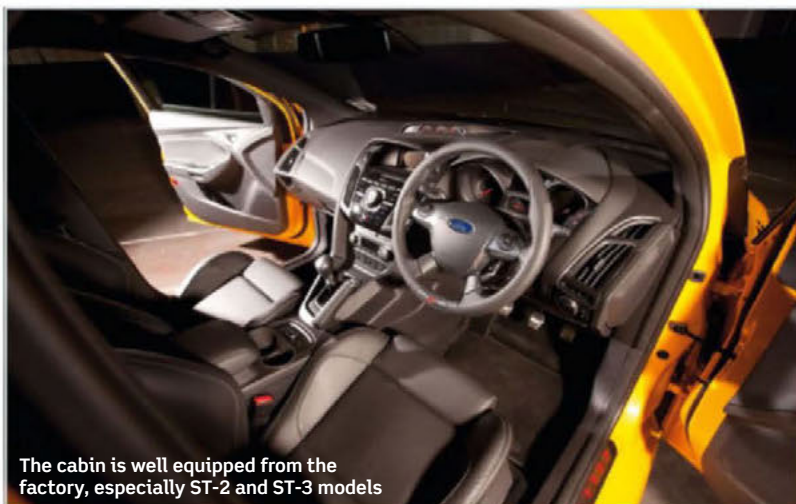
The ST250 was unveiled in September 2011 and released in Britain on 1 June 2012; around 40 other markets followed, including the USA, making it the first global fast Ford. The spec included revised suspension and tweaked steering, a unique bodykit, 18in alloys and Recaro-equipped cabin.

Fuel economy and relatively-low emissions were promoted as prime selling

points, along with great performance, handling and style. Three trim levels were offered – ST-1, ST-2 and ST-3 – and funky new colour option Tangerine Scream to replace the Mk2's Electric Orange.

Production was paused during mid-2014, with a facelifted ST expected the following year. Despite disappointing sales, with 247bhp and 154mph top speed there's no denying the ST250 is a fully-fledged hot hatch. It's also becoming highly tuneable – partly thanks to its American success and efforts of UK tuners.

And although big-power British examples are still quite rare, when they're out of warranty ST250s will surely capture more modifiers' imaginations. Here's how to be one of the first.



The cabin is well equipped from the factory, especially ST-2 and ST-3 models



BUYING ONE

Race parts are available off-the-shelf thanks to the ST-R



WHAT TO LOOK FOR



Bodystyle. Price. Spec. Colour. They'll be your primary considerations – probably in that order.

First to think about is whether you want a hatchback or estate. Lack of a three-door option (apparently, only the UK market demands such a model) means there isn't an especially sporty-looking ST250. But the wagon boasts better load space and an arguably superior drive, albeit for a higher purchase price.

According to Ford dealership TGST, the ST250 is particularly price-sensitive; most second-hand examples are relatively low-mileage, still under Ford warranty, in the hands of dealers and in very good condition.

The vast majority are also well-specced. The entry-level ST-1 was sold in very few numbers (often discounted from new) and is certainly least desirable. The ST-2 included coloured highlights on cloth-covered seats, climate control (rather than the ST-1's basic air con), auto-dimming rear-view mirror, Sony DAB stereo, rain-sensitive wipers, automatic headlights and heated windscreen.

Top of the tree was the ST-3, which added black leather seats, Recaro rear bench, keyless entry, xenon headlamps, LED day running lights, Powerfold door mirrors and rear parking sensors.

Some of that kit was optional on the ST-2 City Pack, but it's worth noting that leather trim and xenons were fitted only on the ST-3 and not as ST-2 optional extras. Similarly, the ST Style Pack was offered for ST-2 and ST-3s (it included Radio Grey wheels, red brake calipers and illuminated scuff plates) as a no-cost option for retail customers, so it's present on many cars.

The most desirable option to used-car buyers is sat nav with reversing camera; others include rear privacy glass, active cruise control and electric sunroof (hatch only).

As for colours, Spirit Blue is the best seller, followed by Panther Black and Frozen White.

Finally, it's worth looking out for a Mountune-equipped car. The MP275 package does not affect Ford's factory warranty, and several other Mountune/dealer-fitted upgrades – including lowering springs – are also approved.



WHAT TO AVOID

Avoid paying over the odds. Focus ST250s aren't difficult to find, so hunt down your exact price/spec/colour combo before committing. Walk away if you've any concerns over the car's condition. If you see an example covered in scratches and dings, with kerbed alloys and a scuffed interior, you're sure to find a better car around the corner.

Very few STs have yet covered massive mileages, but be very careful if the Focus you're viewing looks tatty. Clocking is a possibility, so double-check the service records if at all suspicious.

Be wary of any ST with a dubious past. A fair few ST250s have been stolen, so it's crucial to invest in a history check and examine the log book and VIN number very carefully. Find it at the bottom of the driver's-side B-pillar, stamped into the floor beside the driver's seat, and on a tag at the left-hand-side of the

dashboard (visible through the windscreen).

Similarly, accident-damaged STs are out there, and due to their value, not always insurance-declared or written off. Look for poor panel gaps, creases or splits in the boot, floor or inner wings, overspray on the trim and generally bad or mismatched paintwork. Any rust is a real danger sign.

One of the cheapest ST250 we've seen appeared to be an ex-police estate; obviously, you shouldn't spend good money on a vehicle that's led such a hard life, even if it's just been a demonstrator.

On any Focus, ensure all the electrical equipment works as it should, listen out for misfires and avoid an ST that's been thrashed. Smoking could point to blown turbo oil seals, while a hammered machine could exhibit clutch slip – so insist on a thorough test drive.



ULTIMATE GUIDE TO FOCUS ST250



+ HOW MUCH



£12,000 TO £15,000

There are surprisingly few cheap STs about, and even the dross gets snapped up quickly. There may be bargains to be had but expect to see abused, or damaged examples for £15k.



£15,000 TO £18,500

The majority of early cars are in this price bracket, as is a clean machine with high-ish mileage or any tidy ST-1. Bear in mind brokers were selling brand new examples for £16,500 last year.



£18,500 TO £25,000

Expect to pay top dollar for a late-2013/2014 ST-3 or ST-2 with all the options. Some new, unregistered STs are still in stock, but barter hard before the facelift becomes available.

+ WHERE TO GET ONE

Start with your local Ford dealership. If it's a nice, low-mileage ST you're looking for, a franchised dealer won't be much more expensive than anywhere else. If your local dealer's no good, try TGST – guaranteed to be helpful, and always STs on site.

Non-franchised dealers are perhaps the obvious source for an ST, but bear in mind much of their stock is sourced from auctions – so why not pop along yourself?

Most ST250s were purchased privately (usually on finance), and they do crop up on internet auction sites and classified ads in the hands of the original owners. Take extra care, unless you're sure of the car's history.

OWNING ONE

+ COMMON FAULTS

Few faults are found to be common to the ST250 – in part because it's still relatively new and rare in the UK, but also owing to the model's decent build quality and reliability.

A regular criticism is the apparently large gap between bonnet and front bumper, which makes it look like the bonnet's not closed properly. It can be adjusted by winding down the rubber stoppers on the slam panel or drilling out the bonnet latch mounting holes.

A few bits of interior trim may rattle, and illuminated Style Pack sill trims are prone to failure. The sound symposer (which pipes an enhanced engine note into the cabin) could play up (no great loss), auxiliary gauges fluctuate, and some owners report problems with dual-zone climate control. Headlights may fill with condensation too.

Locally-produced American STs have a few more faults, which could potentially arise on the UK's Euro-sourced examples too. These include loose bolts, cables and pipework, missing trim, broken bonnet release mechanisms and rear lights (on hatchback models) rubbing away paint from the bodywork.



+ WISE INVESTMENTS

Torque steer is the biggest drawback to ST250 ownership, so the best money an enthusiastic driver can spend goes on uprated wishbone bushes, which goes some way towards rectification.

Steering faults were found on early cars – a problem with the variable electric assistance that was cured by a software upgrade – so it's vital to ensure your ST is up-to-date with factory recalls.

Get those warranty claims in before the three-year period is up. This is especially relevant if you're experiencing poor running, lack of boost, bad idling, stalling and lousy fuel economy. Some cars are cured with complete new wiring looms, while others have the wiring fixed in

situ. Ford will authorise repairs if error codes are showing up, so keep an eye out.

Similarly, a few owners have experienced gear selection difficulties, resulting in a replacement gearbox being required. The standard change is pretty agricultural, but act fast if there's something wrong.

Servicing is suggested every 12,500 miles – obviously essential to get the book stamped if you want to retain resale value. The engine's on a timing chain rather than belt, which means regular replacements aren't required.

The only other real worry for an ST owner is theft. Invest in some decent security measures.

INSURANCE COSTS

Insuring an ST250 needn't cost the earth. The standard car is in insurance group 34 to 36 (bizarrely, the ST-1 is 34, the ST-2 35 and ST-3 is 36), which means reasonable premiums for the kind of performance on offer.

That said, prices vary enormously between one company and another, primarily because some see the ST as a high-risk monster, while others view it as little more than a two-litre Focus.

Be prepared to waste an entire afternoon trawling through internet comparison sites, mainstream insurers and specialist performance-car brokers. There's no telling which will provide the best deal, but chances are a specialist will be preferable if you're a young driver or your ST has been modified.

Even so, Mountune MP275 conversions have a specific insurance group, which allows them to be insured as models in their own right if converted from new. Later additions are viewed like any other mods.

TOTALLY STANDARD

£477.56

Standard car, £250 excess

MILDLY MODIFIED

£571.12

Sports exhaust, performance air filter, remap, approx 300bhp, lowered, £300 excess

WILDLY MODIFIED

£664.70

Big turbo conversion, 400bhp, coilovers, big brakes, vinyl wrap, aftermarket wheels, £400 excess

*Quotes are based on a 28-year-old male retail sales assistant and homeowner, living in the Peterborough area (PE2 postcode), with six points on his licence (two SP30 convictions), and four years' NCB. The car was based on a 2013 Focus ST-2, with a value of £20k, garaged overnight, covering 10,000 miles a year.

Need To Insure www.needtoinsure.co.uk 01623 720081

MODIFYING ONE

+ ENGINE

Okay, it's not a rumbling five-cylinder unit like the previous Focus ST's, but the ST250's turbocharged four-pot EcoBoost makes good power as standard. Indeed, Martin at Collins Performance reckons out-of-the-box performance is on a par with a standard RS, although stock outputs are inconsistent.

The EcoBoost is relatively highly stressed from the factory, running a high compression ratio (10.0:1) and plenty of boost, so stage one gains aren't as noticeable as you'd find on the Mk2 ST.

A remap should come first, which adds 25bhp-plus, depending on tuner. Get yourself a gadget from the likes of Mountune or Collins (a bit stronger), which links to your PC via an OBD/USB cable.

To make the most of it, add an induction kit/cold air intake and sports exhaust system. Milltek is a popular option from SCC and JW Racing, while the Mongoose 3in has five tailpipe designs and estate options. Ditch the sound symposer and decide how much real noise you need – a cat-back system is quiet until you gun the throttle, or sports cats and decats give an

authentic rally-car sound.

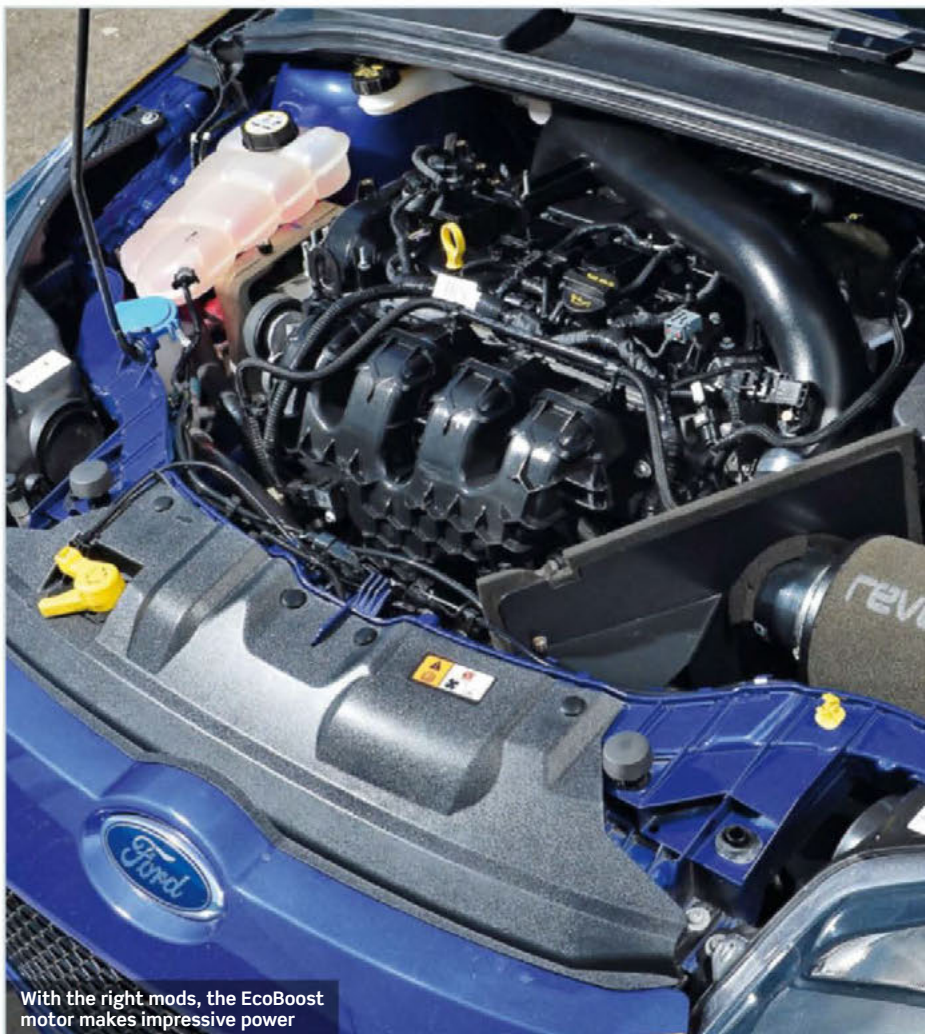
An upgraded hard pipe aids airflow, and silicone hoses make sense. As does stage two software, which can push power to the 300bhp mark.

The standard intercooler is a Focus RS item, so at this point it's worth switching to an Airtec stage one or similar, which is good for 400bhp.

Now the stock turbo won't take more revs (it boosts from idle to 7000rpm, after all...). A hybrid is the obvious answer, with a stage three K04 from SCC (it's seen 350bhp) or the new Auto Specialists kit, which bolts straight on to the ST250's manifold-in-head arrangement.

Alan at Auto Specialists says, "We made 325bhp with a hybrid and 365bhp with our GT28 and 20psi on standard internals. It's a phenomenal car and runs circles around Focus RSs on track."

At this point the standard fuel pump and injectors are maxed out and dependent on expert mapping; Mountune upgrades are good for 400bhp. What's more, judging by the Americans' experiences, the bottom end needs to be forged to take more power. At which point, it's time to go for one of JW Racing's bolt-on GT28 or



With the right mods, the EcoBoost motor makes impressive power

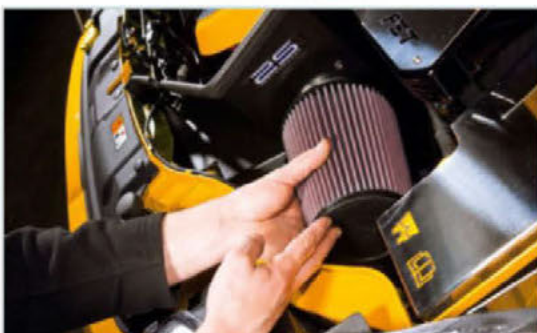


GT30 big turbo kits. As JW's Lee says, "For the small handful of guys who want to push the boat out, our GT30s are getting power levels up to 500bhp."

You'll lose drivability and bottom-end response (the ST250's finest abilities), but that's the price of big power.



An intercooler upgrade is an easy and worthwhile mod to make



ULTIMATE GUIDE TO FOCUS ST250



TRANSMISSION

The ST250 comes with Ford's Getrag MMT6 gearbox, as seen in the six-speed Mondeo ST220 and various Noble sports cars. It's not indestructible, but it isn't far off...

The clutch, however, isn't so clever. Its limits are around the same level as the standard turbo, but if you're not too aggressive you could be lucky.

Auto Specialists's own ST250 is running 365bhp on the original clutch, including a dozen track days. After 15,000 miles it's probably due for replacement or upgrading; speak to American owners/tuners to work out what's best for your needs. You could consider a solid flywheel too, with a billet steel version less harsh than aluminium.

For a seriously big-power ST (over 500bhp), it's worth investigating Noble-derived gearbox modifications, including uprated selector forks and



bearings, and shot-peened gear sets.

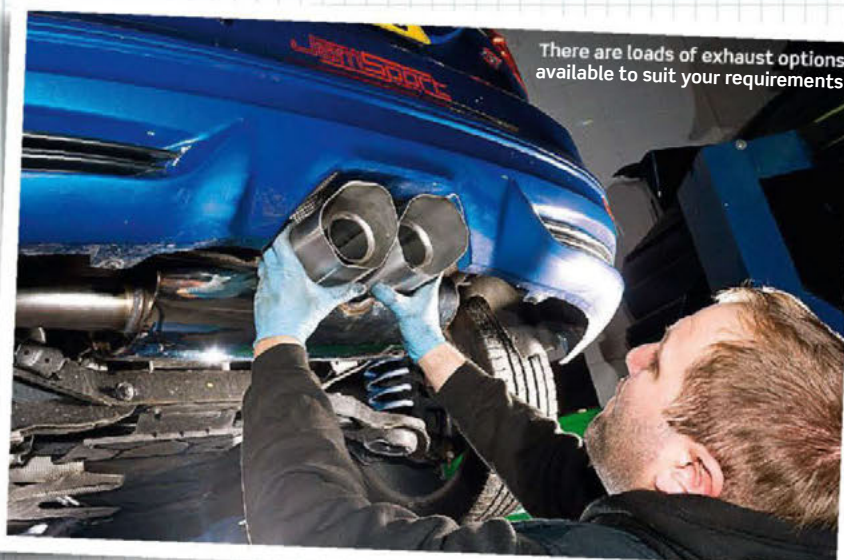
Before that point, a Quaife ATB limited-slip differential should be considered. Cornering grip could be improved, but Gary at Collins says the diff he tried seemed to exaggerate the ST250's annoying torque steer.

In contrast, Gary raves about the Steeda quick shift, which simply bolts to the standard gearbox linkage and gives a more precise change; Mountune and Cobb

equivalents are available too.

Gary's also a big fan of uprated engine/transmission mounts; the standard parts – in particular the torque mount – are excessively soft and let the engine flail around wildly, resulting in axle tramp under hard acceleration, and doesn't inspire confidence. The Steeda torque mount cures the problem, as does Powerflex's insert, which fills the void around the bush. Highly recommended.

All the main exhaust specialists offer upgrades for the Mk3 ST



MODIFYING ONE

+ SUSPENSION

There's no doubt the ST250 is livelier to drive than its predecessor. Thanks to a lighter engine and a quick steering rack, it's more agile and turns into corners better.

Yes, the electronic power-assisted steering lacks a little feel, but the main concern – and it's a big concern – is severe torque steer. Under full throttle it weaves up the road like an overboosted RS Turbo...

Collins Performance has sampled several solutions and the best, says Gary, is a pair of polyurethane front wishbone bushes in place of the standard oil-filled components, which cost just £60. They'll almost certainly outlive the OE parts too.

Lowering springs make an improvement to the ST's stance, and a set of Eibachs and stock shock absorbers feel better than the original springs. H&Rs go lower, but Collins found they bottom out on bumpy surfaces. Martin says, "The handling is good, but it's softer than the RS and



harsher on some bumps. It needs better dampers."

There's a large choice of coil-overs available for the ST250 – SCC offers Bilstein, BC Racing or KW – and reports are largely favourable. Alan at Auto Specialists says, "KW Variant 3s drive better than standard, even with the ride height set as low as possible. We've also fitted Summit bracing, which makes it a lot more controllable coming out of corners."

Other handling accessories are available, including Steeda adjustable anti-roll bar links, bump steer kit and anti-roll bars. But, unlike the Mk2 ST, even the ARBs aren't essential – they're simply helpful if you spend a lot of time on track.

Standard stoppers aren't bad, but big brake kits are available



+ BRAKES

From the factory, the ST250 wears very similar stoppers to the Mk2 ST. The front discs are 320mm in diameter, while the rears are 271mm. That's all okay – and adequate for fast road use with Ford's OE pads – but you'll probably find them lacking if you spend much time on track.

The first upgrade should be brake pads – Ferodo DS2500s are reckoned to work well on the Focus. And, for a little bit more in the looks department (and maybe a little heat dissipation on track), grooved discs are available from SCC or Tarox; the latter offers a

selection of styles.

Big brake kits are also on offer, although Auto Specialists experienced mixed results. Alan says, "Tarox eight-pots were awful on track, but our current Summit six-pot kit has been brilliant. You can't go wrong."

JW Racing's K-Sport eight-piston conversions with two-piece 356x32mm front discs seem to be particularly good value (and had a great reputation on the Mk2 Focus ST), while AP Racing 362x32mm discs and six-pot calipers from SCC are really all you'll ever need – even with a 500bhp EcoBoost under the bonnet.

+ STYLING

It pains us to admit it, but the Yanks definitely have us beaten when it comes to Focus styling mods. Their stanced, wide-arched STs look spectacular with deep-dished wheels, and almost excuse the family-man five-door bodywork. Almost.

Don't believe us? Google 'Fifteen52 Focus ST' or 'Universal Technical Institute Focus ST' (which, incidentally, is supercharged) and tell us we're wrong. Even the bulbar-equipped DRAGG cop car looks cool.

Over here, of course, we tend to stay a little more tame. US-spec front grilles (which lack the UK number plate blanking piece) are popular, and there's a wealth of shiny underbonnet goodies offered by Auto Specialists.

JW Racing supplies customers with plenty of carbon fibre exhaust trims, wind deflectors and Triple R splitters. It's



The Americans have really got stuck in with the Mk3 Focus ST

also where you'll find carbon fibre bonnets, carbon mirror covers, carbon fibre rear spoilers and even a full Agency Power wide-arch bodykit, which is designed to house 10x19in alloys on 15mm spacers.

As for standard-bodywork rim options, many owners start with 15-to-20mm spacers,

which give a beefier look to fill the normal Focus bodywork, and look ideal on a lowered machine; they're also reckoned to make minor improvements on track.

Standard rims are 8x18in with 55mm offset, and 45mm offset will fit without a hitch. Indeed, Mountune's OZ Racing Formula HLT 8x18in wheels are ET45

and are reckoned to not only allow more room for big brakes but keep torque-steer to a minimum too.

An 8.5x19in alloy is a nice upgrade in styling terms, but if you want that authentic American style, you'll need 9x18s wrapped in 275/35x18in rubber – which bolt straight on without rolling the arches.

ULTIMATE GUIDE TO FOCUS ST250



OWNERS CLUBS

Focus ST Owners' Club
www.focusstoc.com

ST Drivers

www.stdrivers.co.uk

Focus ST.org

www.focusst.org

ST Owners' Club

www.stownersclub.com

ST Nation

fordstnation.com

Ford Focus Owners' Club

www.ffoc.co.uk



TUNING CONTACTS

Collins Performance
www.collinsperformance.com
01260 279604

Auto Specialists/Airtec
www.autospecialists.co.uk
01375 850062

JW Racing
www.jw-racing.co.uk
0845 123 2829

TG ST
tgst.co.uk
01934 750320

SCC Performance
www.focusrparts.co.uk
01727 867747

Mountune
www.mountune.com
01277 226666

Pumabuild
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0121 356 2638

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- On Site large body shop
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Full Diagnostic Check	£47
Full Service	from £150
(Air, Fuel, and Pollen Filters, Oil Castrol / Valvoline)	
Mini Service from	£65
(Oil Filter, Oil Castrol / Valvoline)	
Air Conditioning Service	from £49.99
4-Wheel Laser Tracking	from £49
On-Car Disc Skimming	£115 per axle
Key Cutting/Programming	from £60
2wd Rolling Road Power Run	£50
RR diagnostics	from £50 per hour
Tyre Fitting	£5 per wheel
Low Profile Tyre fitting	£10 per wheel
Cambelts Fitted	from £188
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Self Prep Re-Spray	from £460
Restoration	from £1,500

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New Focus RS



Performance Packages

Stage 1	£499 fitted
ECU Re flash	
Stage 2	£899 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust	
Stage 3	£1299 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler	

Induction/Intercooler

Cylindrical Air Filters	from £41.99
Pipercross	£41.99
ITG	£49.99
K&N	£53.99
Intercooler by Radtec	£487
Induction Kits (Modified Air Box 25+bhp)	£99

Exhaust Systems

Piper Cat Back Exhaust System	from £435
Choice of Tail Pipes	
Sports Cat	£375
Turbo Down Pipe	£155
De Cat	£110
Full System (Sports Cat)	£850
Full System (De Cat)	£600

ECU Reflashing

ECUs reprogrammed from £499 fitted
Different tunes available. Price includes rolling road run, and engine component check.

Engine Components

CNC Ported Cylinder Head	£1380
Modified Cylinder Block	£2500
Up to 2000bhp! Stops cracked liners	

Suspension Kits

Eibach Lowering Springs	£212.75
-------------------------	---------

Arriving soon

Real Carbon Fibre parts	£POA
AP Racing brake kit	£POA
Lowering kit	£POA

Focus RS MK1

Exhaust Systems

Piper Exhausts are available in 3in (76mm) diameter	
SPECIAL OFFER! Piper Cat Back (choice of tailpipes)	£435
Piper Sports Cat / Down Pipe 76mm	£450
Piper De Cat 76mm	£190
Piper Full System 76mm (with Sports Cat)	£900
Piper Full System 76mm (De Cat)	£690
Mongoose Cat Back Exhaust System (choice of tailpipes)	£399
Mongoose De Cat	£155
Mongoose Flexi	£125
Mongoose Full System (De Cat)	£550

Suspension Kits

H&R Springs	£212.75
Powerflex Suspension bush kit (front)	£134.99
Powerflex Suspension bush kit (rear)	£289.99

Induction Kits

Pipercross, K&N, ITG Panels	from £29.99
K&N 57i Induction Kit	£215
Radtec Air-to-Air Intercooler	£399
Radtec Pre Rad	£330
Powerflex Charge Cooler Mounts	£23

Components

CNC Ported Cylinder Head	£1250
Coolant Hose Kits	£170
Boost Hose Kits	£170
Real Carbon Fibre parts available	£POA

Ford Racing Puma

Piper 4 Branch Manifold	£295
Piper Under Car System	£555
Cam Belt Fitting	from £227
Full Service	from £155
Alcon Caliper Service	from £150
Alcon Discs (pair)	£449
Rolling Road Tune up	from £200
Powerflex Suspension Kit	£110
Vehicle Re-spray/ Restoration	from £1500
Racing Puma Floor Mats	£55
Sill Trim Aluminium Plates	£50
Sill Trim Plastic	£90
Genuine Racing Puma parts in stock. Call for price.	

Focus ST 225

Performance Packages

Stage 1 - 267bhp	£250 fitted
ECU Re flash	
Stage 2 - 272bhp	£650 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust	
Stage 3 - 290bhp	£1099 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler	
Stage 4 - 300bhp	£1550 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler, CAIS induction kit	
Stage 5 - 334bhp	£2750 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler, CAIS induction kit, Hybrid Turbo	
Stage 6 - 365bhp	£4,600 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler, CAIS induction kit, GT28 Turbo	
Stage 7 - 450bhp	from £10,900 fitted
ECU Re Flash, Panel Filter, Cat Back Piper Exhaust, Radtec Intercooler, CAIS induction kit, GT30 Turbo, Strong Block Kit	

Induction Kits & Intercoolers

Pipercross, K&N, ITG	from £35.99
SPECIAL OFFER! Intercooler Radtec - Large	£440
Normally £499	

Exhaust Systems

Piper Exhausts are available in 70mm or 76mm dia	
SPECIAL OFFER! Piper Cat Back System	£349
Normally £435 (choice of tailpipes)	
Piper Sports Cat	£375
Piper Turbo Down Pipe	£155
Piper De Cat	£110
Piper Full System	£800
Piper Full System (De Cat)	£550
SPECIAL OFFER! Mongoose Cat Back System	£349
Normally £425 (choice of tailpipes)	
Mongoose Sports Cat	£490
Mongoose Turbo Down Pipe	£155
Mongoose De Cat	£110
Mongoose Full System (Sports Cat)	£800
Mongoose Full System (De Cat)	£525

ECU Reflashing

SPECIAL OFFER! ECUs Reprogrammed	£250 fitted
Normally £350	
Lots of programs to choose from to suit your car Purnabuild Race, Purnabuild Race+, and more	

Engine Components

CNC Ported Cylinder Head	£1380
Modified Cylinder Block (up to 2000bhp!)	£2500
Coolant Hose Kits	£170
Boost Hose Kits	£170
Real Carbon Fibre parts available	£POA

Suspension Kits

Eibach Springs (Ford Approved)	£135
Bilstein Coilover Kit PSS9	£1599
Powerflex Suspension bush kit (front)	£134.99
Powerflex Suspension bush kit (rear)	£289.99

Servicing

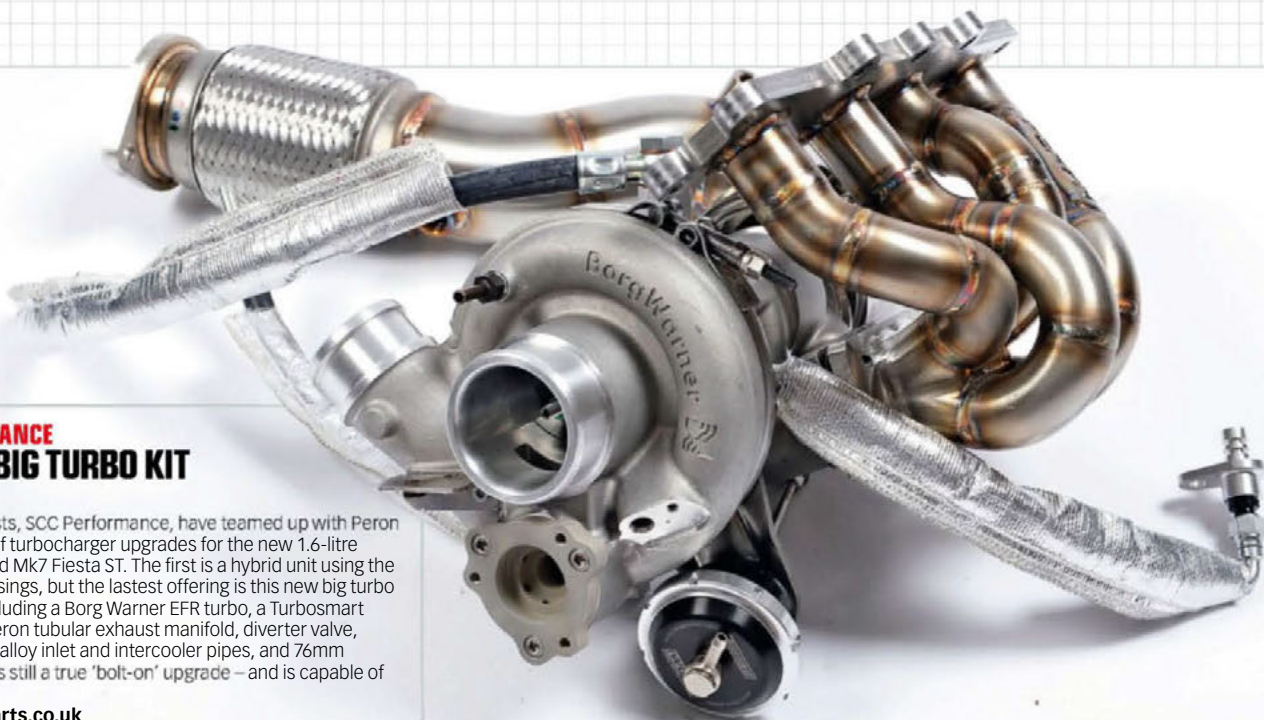
Cambelt Service	£175
Full Service	£299
Intermediate Service	£125
A/C Service	£47

Fiesta ST 150

Eibach Springs	£135
Gaz Coilovers	£550
Piper Cat Back System (choice of tailpipes)	£290
Piper Sports Cat	£245
Piper Manifold	£295
Piper Fast Road Cams	£440
Helix Upgraded Clutch	£295
Quaife LSD	£555

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**SCC PERFORMANCE
FIESTA ST BIG TURBO KIT**

£3594

ST tuning specialists, SCC Performance, have teamed up with Peron to offer a variety of turbocharger upgrades for the new 1.6-litre EcoBoost-powered Mk7 Fiesta ST. The first is a hybrid unit using the original turbo housings, but the latest offering is this new big turbo kit – the P3XX. Including a Borg Warner EFR turbo, a Turbosmart wastegate, and Peron tubular exhaust manifold, diverter valve, 'billet X' collector, alloy inlet and intercooler pipes, and 76mm downpipe the kit is still a true 'bolt-on' upgrade – and is capable of over 300bhp!

www.focusrsparts.co.uk

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Ford's part department stopped offering replacement oil pumps for the 4wd Cossie YB a long time ago, but thanks to Burton Power you can still get your hands on one. They have produced their own, high-pressure, version of the oil pump which is suitable to all 4x4 Sapphire and Escort Cosworths running a traditional wet-sump system. Available now for just £172.

www.burtonpower.com
0208 554 2281



**BURTON POWER
RS TURBO HEAD GASKET**

£41

Burton Power now stock high performance Felpro head gaskets for the RS Turbo's turbocharged 1.6-litre CVH engine. The gaskets can also be used on the 1.9-litre CVH 'tall' block, and for those running ZVH conversions too. An upgraded head gasket is simply a must for any RS Turbo running decent power increases, and it makes sense to fit one if rebuilding the motor regardless of the state of tune – they only cost £41!

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**FORGE MOTORSPORT
FOCUS RS TURBO HOSE KIT**

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Forge Motorsport have just released their latest offering to the Ford market in the shape of this new turbo hose kit for the Mk2 Focus RS. Made from specialist fluoro silicone complete with Nomex reinforced lamination, these hoses are specifically designed to cope with immense heat and potential oil contamination that being in such close proximity to the turbocharger can cause. Normal silicone could degrade if subject to any oil accumulating in (or on) the hose, but fluoro silicone is designed to withstand this. This new hose kit is a direct replacement for the stock hoses, and is available in four colours; red, blue, black, or green.

www.forgemotorsport.co.uk 01485 380999



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Fading black plastics is a pet hat for anyone who takes pride in their car, but thanks to Solution Finish's new 'Black Trim Restorer' it needn't be a problem. The unique formula restores black surfaces without leaving a greasy residue or wet-look as it's a silicone-free solution that uses all-natural oils. Designed by and developed for professionals, this product is said to include ingredients that you just don't see in mass-produced, over-the-counter polishes. A 1oz bottle costs £15, and a whopping 12oz bottle costs £40. www.i4detailing.co.uk



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CRAIG SINCLAIR FIESTA ST

+ This rather tough-looking ST belongs to Craig Sinclair. As you can immediately see, the Fiesta has been treated to a selection of exterior and styling mods, including; tinted windows all round, gloss black roof wrap, custom rear diffuser, smoothed front bumper, and Focus RS bonnet vents to name but a few. But it's not all 'show', this car has plenty of 'go' too. Thanks to a Pumaspeed inlet manifold, Powerflow custom exhaust, K&N induction kit, and AP coilovers, this ST has the bite to back-up its bark!



DALE SHANNON ESCORT CAB

+ Dale is somewhat of a 'cabby' fan, and he says he's always loved them ever since his mum had a mint example when he was just 16. This one is Dale's fourth Cabriolet, and is the only one solid enough to make it worthwhile spending the time and money on – so this one will definitely be a keeper. The 1989 Mk4 'Tennis' edition cab has been treated to host of styling mods, including a full RS Turbo bodykit and diamond cut RS7 alloys. But it's



under the bonnet where the most radical changes have taken place – the bay now houses a 2.1-litre Zetec Turbo, complete with T34 turbo, Rover 800 inlet, Cosworth throttle body, and an Omex ECU to keep it all under control. Nice work!

NATHAN BIRCH FIESTA ST

+ Nathan quite rightly loves his little Fiesta ST. He's recently fitted a full set of AP coilovers, uprated rear anti-roll bar, and 20mm wide rear track spacers - and the result is an ST that sits just perfectly and handles even better! And it's a good job

the handling is all sorted, as next up Nathan has plans to increase the power to 190bhp-plus. The Fiesta is already booked in for a full Milltek exhaust system, K&N air filter, custom cams, 60mm throttle body, and a custom remap!





GARETH HUNTER FOCUS ST

+ The Focus ST has to be one of the very best fast Fords to modify these days – there are so many top quality products on the market that have all been proven to improve performance, and most of them just bolt straight on with no aggro. Take Gareth's black facelifted ST as an example – now boasting a full Mongoose system, RS

injectors and RS clutch, Sitech inlet manifold, GGR induction kit, Dreamscience remap, Stack gauges, Eibach springs, EBC brakes, and a Triple-R front splitter, this ST looks the business and goes like stink! And all of those products are readily available, easy to fit, and make a huge difference! Why would anyone ever own a standard one?

JOSH WILLIAMS FIESTA MK3

+ Josh isn't even 17 yet, but he's already planning ahead for the day he can legally get behind the wheel. After searching for a while he eventually stumbled across a Mk3 Fiesta 'Quartz' that had been made to look like an RS Turbo replica. But by his own admission it was a bit of a shed, so Josh then spent about five months putting things right, including fitting a new RST bodykit, and a full paint job. Inside was given a coat of satin black, before a 10-point OMP rollcage, bucket seats, and race harnesses were all fitted. Originally a 1.1-litre, Josh decided he

needed more power. Obviously a full-on RS Turbo engine would have sent insurance premiums through the roof, so instead he settled for the naturally-aspirated power of the 1.6-litre CVH from an Escort XR3. But that doesn't mean the engine has to remain stock! In fact it now features a Kent fast road cam, 4-2-1 exhaust manifold, and twin carbs, among various other tweaks! If this is what Josh can produce before he's even old enough to drive, we can't wait to see what future Blue Ovals he comes up with!



MARK ROBERTS FOCUS MK1

+ Mark comes to the Ford scene after years of owning Vauxhalls, so it's no surprise to hear him say "the Focus is the best car I've ever owned!" Since buying the 2.0-litre model as a totally standard example, Mark has been busy making the

Focus his own. At first he had no plans to modify his first Ford, but that soon changed and the Focus now boasts a full bodykit, tinted windows, colour coded handles, bump strips, and bumper inserts, a custom Powerflow exhaust,



17in BK Racing alloys, lowering springs, and loads more!

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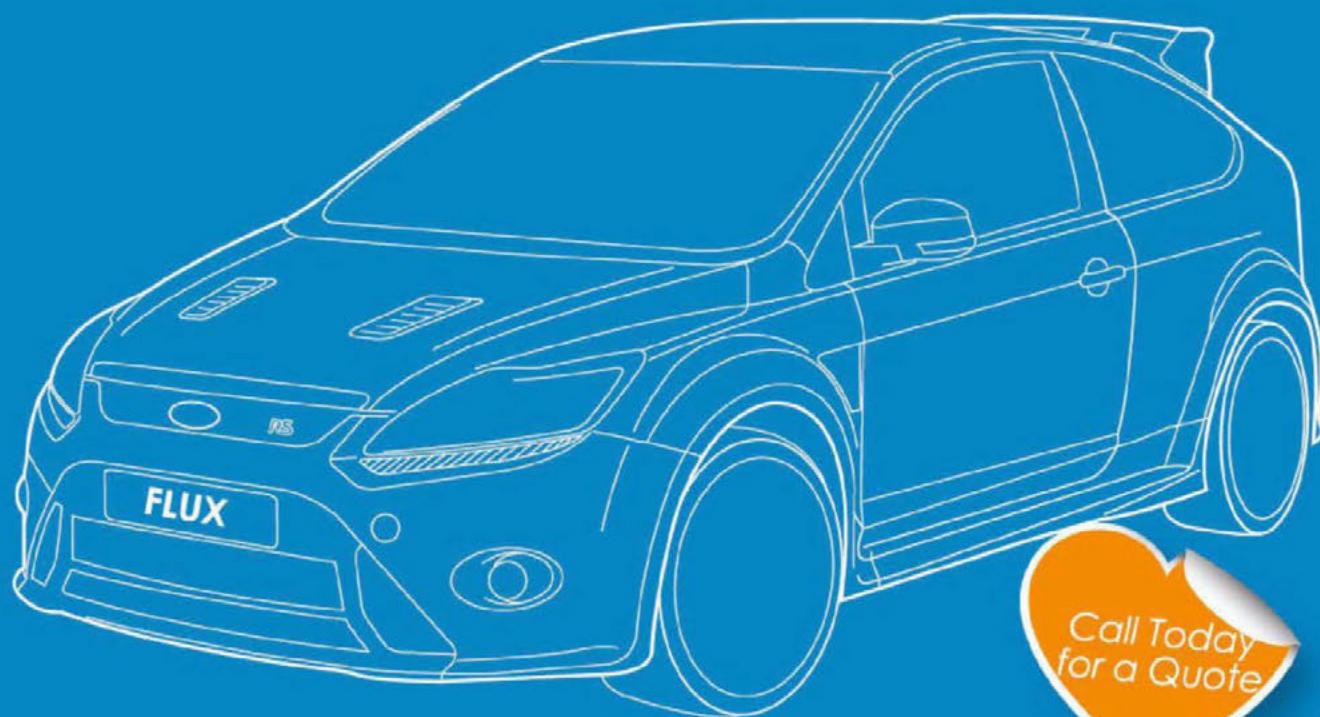
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STs and RSs joined together in perfect harmony



BLUE OVALS AT THE ACE



WHO
Focus ST Owners Club
WHERE
Ace Café, London
WORDS AND PHOTOS
Dan Sherwood

In a show of united blue oval adoration, multiple ST and RS owners clubs hit London's Ace Café for a meet where everyone was welcome – as long as they had a Ford that is...

Buying a new car can be a tricky process. First you need to do your research into which model will best suit your needs. Is it fast enough? Can it be tuned easily? Does it look good? Some people even worry about if it's likely to break down and if it's economical or not. But even after you've selected your model of choice and parted with your hard-earned, your choices aren't over. As you've now got the choice of hundreds of different forums and owners clubs in which to pledge your allegiance. It can be a tough choice, as your whole motoring social life can depend on it. But luckily, there's people like Lee Allonby to help make the choice a little bit easier...

"I went through the process myself when I bought my Focus ST," explains the army mechanic from Salisbury. "I had a Corsa before but moved to Fords when the ST came out."

And, like many others, Lee then had the choice of forum to consider.

"I joined up to the Focus ST owners club when I bought the ST," he says. "The guys on the forums all seems really nice and very knowledgeable, which is one of the great things about forum communities – everyone is on hand to help out or give advice if you have a problem."

But the one problem that Lee could see with these forums was the lack of all-inclusive club meets.

"Every club or forum has their own regular meets, but very few seem to socialise with members from other clubs. It's all a bit segregated," Lee says. "So I decided to set up a meet at Ace Café that was open to all Ford fans and put the word out to see who would join in."

In the end, Lee had around 60 cars from seven different clubs, including a few traders with demo cars, turn out to enjoy the north London sunshine. That's not a bad turn out for a new event, especially one put on by a newbie to the scene.

"I spent hours on all the various forums and social media sites like Facebook trying to promote the event," Lee recalls. "I even printed flyers and put them on the cars of owners that I thought may be interested in attending. It was a lot of work to put it all together and generate interest, but the result has been well worth the hassle and it's great to see people from all different clubs hanging out together."

With awards for the cleanest car, the most modified car and the furthest travelled, with winners receiving prizes of Meguiar's cleaning kits, it was a well thought out day that was enjoyed by all.

But will Lee put himself through all the hassle to do it all again next year? "Yeah, of course!" he smiles. "And next year it'll be even bigger and better."

If you couldn't make it down to the Ace Café for the meet, here's what you missed...



DEAN FINCH FOCUS RS

Quite possibly the most powerful and highly modified car at the show, Dean Finch's Focus RS packs a serious visual punch that is more than backed up in the performance department. Packing a Stage 4+ Revo conversion completed by SCC Performance in St. Albans, Dean's Focus is pushing out a whopping 430bhp and 524lb ft of torque. Stopping that tidal wave of power is a set of AP Racing big discs and calipers at the front and a Reyland big brake conversion at the rear. Lowered on KW coilovers, the RS is a proper weapon on both the street and

the track, which is why Dean has wisely invested in a rollcage to keep himself safe, should the worst happen. But it's not all race spec, as he's also a music fan and has equipped his RS with a show-quality sound system with four 10in subs in the boot!



If it was fast and a Ford, it was welcome at the Ace

Prize winners received a Meguiar's cleaning kit



"It's great to see people from all different clubs hanging out together"





DEAN WEBSTER FIESTA ST

Coming from Basildon in Essex, it was only right for Dean Webster to rock a rapid Fiesta ST as his daily ride. Packing the Mountune upgrade from the factory, Dean has added to the spec with a set of

H&R coilovers and a set of Focus RS front calipers for added bite. With 194bhp, the flying Fez is quick enough, so Dean has focused on improving the car's looks and has installed an engine dress-up kit,

17in black Speedline wheels – which were also needed to clear the larger brake calipers – and a headlight HID kit. But the interior is where he has most gone to town, with blue LED instruments, colour



coded dash panels and a black roof lining. All in all a very tidy ride.



GEORGE MCNEILL FOCUS ST

As one of the administrators on the FordRSTclub.co.uk forum, George McNeill knows what it can be like organising events, so was well up for supporting Lee's meet at the Ace. George bought the ST as a completely standard car four and a half years ago and has since built a really individual ride. Lowered on Eibach springs and



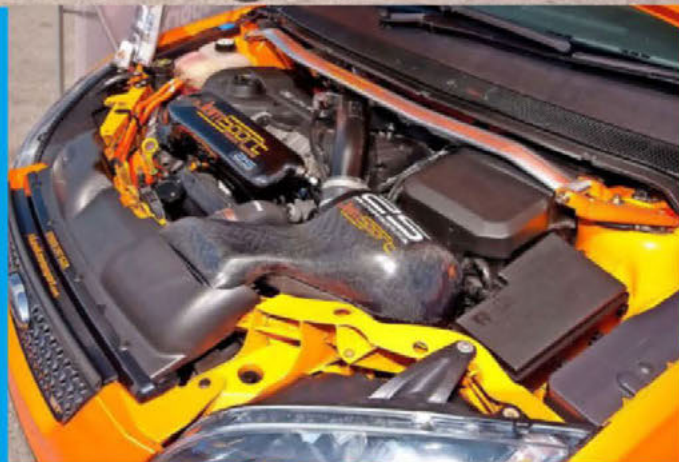
uprated dampers with a Quaife ATB differential, the ST is very effective at using its 327bhp, which sounds amazing through the car's full Scorpion stainless steel exhaust system.

One of the more original mods is the bonnet graphic, which is actually an enlarged picture of the engine bay underneath. Definitely unique, but maybe not to everyone's tastes!



ANDY FISHER FOCUS ST

As one half of Kent-based A&K Motorsport, Andy Fisher bought along the company demo car for the Ace Café crowds to drool over. Bought from new, Andy took the car to its first track day after just 1800 miles on the clock and has never looked back. The orange and tiger striped ST does get used on the road (Andy says the stripped out rear is useful for swallowing the weekly shopping) but it spends the majority of its time on the track doing what it does best – destroying tyres! With 430bhp and 515lb ft of torque, the Tango'd ST is certainly no slouch and the



BC Racing coilovers ensure it can use all of that power around the corners too. K-Sport big brakes lurk behind the Lenzo D1R wheels and a set of Corbeau reclining bucket seats combine the comfort of a road seat with the support of a race seat making them the perfect perch for this track-attacking ride.



There were so many cars the meet soon spilled out of the car park and on to the streets



Will the Mk3 Focus ST prove to be as popular with modifiers as the Mk2 has been?



KIM FINLAY FIESTA ST

As part of tuning company Finsport, Kim is the lucky owner of the company's demo car – this brand new Fiesta ST packing 250bhp and 260lb ft of torque. Kim really rates the new Fiesta ST and thinks that, due to their massive tuning potential they will be a big car for the Ford scene, much like the Mk2 Focus ST and RS have become. Finsport has already developed some cool mods for the Fiesta and the demo car



comes with a trick carbon wrapped roof, Meister R coilovers, a set of AP brakes,

an ITG induction kit, Airtec intercooler, and a full stainless steel Finsport exhaust.



"I decided to set up a meet at the Ace Café that was open to all Ford fans"



DANIEL TIMMS FOCUS ST

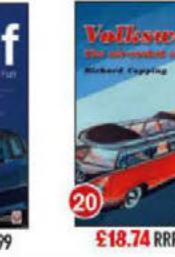
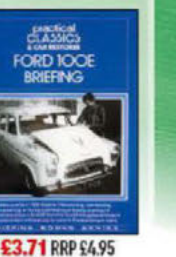
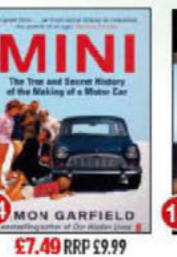
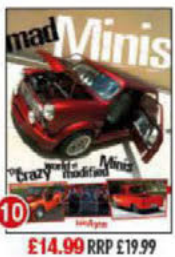
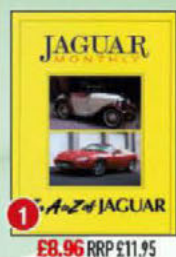
Daniel Timms made the trek down to the Ace from his hometown of Brackley near Silverstone and wasn't disappointed when he got there. Rolling on a set of 9x18in Ultralight wheels with slightly stretched tyres and with a ground scraping stance on Prosport coilovers, Daniel's ST looks like

it means business. Under the bonnet he has completed a Dreamscience block mod plus a Dreamscience map to make the most of the free-flowing turbo-back stainless steel exhaust. A trick Anembo inlet plenum and RS injectors endow his ST with a healthy 327bhp and 358lb ft of torque.



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CARS FOR SALE

CAPRI

CAPRI



1977, £3,995. Mot Aug 2014, tax March 2014, big history file, low corrosion body shell, fantastic looking engine bay and interior, new rear brakes and cylinders recently fitted, no time wasters please. West Sussex. 07904 224441 (KP)

CAPRI LASER D



1986, 98,000 miles, £3,250. 2L. Mot June 2015. Original chequered cloth interior, original showroom brochure. Always garaged. Somerset. 07928 110528 any time (JP)

CORTINA

CORTINA CRAYFORD CONVERTIBLE



1969, £6,500. Good all round condition. Mot and Tax. Grey interior. Has a hood but would benefit from a new one. Original Rostyle wheels included. Good tyres. Some new parts. Garaged. Cornwall. 01726 823620 (TS)

ESCORT

ESCORT



£3,250. Immaculate XR3 with no rust whatsoever. Ziebarted from new, only two small patches of welding. Mot November 2014, dash been flocked so no cracks, very original, Cloverleaf alloys refurbished x5, new steering rack and track rod ends, new tyres all round, new rear bumper fitted and new front bumper supplied, battery tray is OK and not rotten, five-speed model as original, new brake discs and pads, interior very good condition. On SORN in Carcoon in dry garage. Bristol. 07775 908777 (HP)

ESCORT

1992, 35,000 miles, £1,500. RS2000, Pacifica Blue, vgc, Mot May. Tel Len. Bedfordshire. 01234 300507 (HP)

ESCORT



1971, 62,000 miles, £3,750. 1300XL, Mk1 four-door, grey with red interior, 62k, good condition throughout. Ireland. 00353 870541029 (HP)

ESCORT 1.6 GHIA



1985, 60,000 miles, £1,500 - £2,000. Excellent condition Taxed and new Mot, 1 owner, garaged from new, drives like new car, undersealed from new. 07778 403808

ESCORT RS TURBO



1987, 69,000 miles, £4,750 ono. Due to bereavement, black, good condition, old MoTs, alarm, Mot expired. North Lincolnshire. 07795 950114 (HP)

ESCORT RS TURBO 100 SUNDAY



1988, £1,500. Off Road in Garage since October 2002. Still runs but no Tax or Mot. Need tidying to get into running order. 07850 933785

MK3 ESCORT XR3



1982, £3,250 ono. Mot on sorn in car caccoon. Ziebarted from new. No rot or rust. Recent respray, alloys refurbished & new tyres. New steering rack, new bumpers, new brakes, engine serviced. New flocked dash, interior in great condition! Engine bay is clean & tidy, painted rocker cover & xr3 k & n air filter. Mint condition! Drives really nice. Just needs a replacement sunroof. Lots of photos available. 07775 908777

XR3i CABRIO



1989, £1,400. Mot April 2015, electric windows, mirrors and hood - replaced 18 months ago, gas struts stainless big bore exhaust, Recaro trim, paintwork a bit shabby. Temp guague not working but no overheating, insure as classic. Pembrokeshire. 01646 601806 (GD)

XR3i ESCORT



1990, 80,000 miles, £POA. Bought car as a project but no longer have time to finish. Has Mot till march 2015, no tax its now sworn. I'm selling it as a unfinished project or someone wanting spares as all panels are solid and has plenty of parts on the car. 07463 102921 (MC)

ESCORT RS 1700T

ESCORT RS TURBO MK4 SERIES 2



132,608 miles, £1,900 ono. It's in good condition for its age, part history. Bad points are, air filter need putting on, will need a respray. Small rip on drivers seat. Just had it Mot'd and 6 months Tax, electric mirrors, 5 speed manual, sunroof, 5 seats 1.6i turbo, CD player, heated wind screen, lockwood dials. 07711 272640 (MC)

FIESTA

FIESTA 1.3LXI MK 3

1995, £995. 3 door. Blue. Recon gearbox, new tyres. Runs, drives superb. Automatic gearbox. Excellent condition. History, old MoTs, service record, etc. Only serious buyers please. London. 020 3234 1051

FIESTA GHIA 1.3

44,000 miles, £2,150 ono. Been in the family since new!! have the original receipt and some Mot's to verify the extremely low mileage. Its in use so will rise, but not by much. It has a current Mot till 14th August 2015. It looks lovely but of course it's 34 years old so there are blemishes and a few scratches. 07740 199439

FIESTA MK 1



£8,000. Drag car brand new motor. Based on Buddy Ingersolls Ford Pinto, rare slider clutch. 9in Ford rear end, rolling tubular chassis. Steel flip-up body. Too much to list. May consider split. Mansfield. 01623 633785 (TS)

FIESTA RS TURBO



ENO SILLY OFFERS. I am the 3rd owner on the car. I bought this a few years back as a 1.1 bonus. Planned on converting it to a fully restored clean rs turbo for shows. I have spent 3 years rebuilding the entire car from scratch. Car is still registered as a 1.1 bonus on the logbook. Phone for more details. Southall Middlesex. 07871 562401 (MC)

LOTUS CORTINA

LOTUS CORTINA MK 1



1966, 73,000 miles, £38,500 ono. Original car, very good condition, very reluctant sale, moving house forces sale. 020 8501 2132

MODEL A

MODEL A PICK UP



1929, £17,995 ono. All steel roof chop & channel Rover 3.9 tuned 5 speed box, 4in drop beam front P100 rear axle 40s Ford front brakes. Phone for more info. Warwickshire. 07769 033255

MODEL A TUDOR



1929, £15,000 ono. (American Car) LHD MoT until September 2015 recently rewired, new plugs and points, needs reupholstering and some paintwork restoration. Lovely car, same owner for 25 years. 01726 828081 (MC)

MUSTANG

GT MUSTANG



1989, £6,000 Or near offer. 25th Anniversary Limited Edition, Original Factory High Output 5.0 V8, fitted with Vortec V1 Supercharger, 450-500 BHP. MoT May 2015 (No Advisories), TAX Nov 2014. Many other upgraded parts. Total Cost of Upgraded Parts is well over £6000 Plus Installation Cost. Original parts also included in sale. Priced for quick sale. Bournemouth. 07970 618648 (MC)

ORION

ORION 1600E



105,000 miles, £2,995. Tickford. Nice condition. 10 months MOT. Ready to show. Private plate. Viper security system. Very rare car. Leather seats etc. Mercury grey. East Yorkshire. 07847 800981 (TS)

P100

P100 DIESEL PICKUP



120,000 miles, £POA. Excellent condition, well maintained plus accessories. Mot until July 2015 K reg 120.000 miles. 07860 711813 (MC)

P100 DIESEL PICKUP



1993, 60,000 miles, £POA. Ford diesel P100 Pickup 1993. Excellent condition, well maintained plus accessories. 60,000miles. Phone 07860 711813. 07860 711813 (MC)

SIERRA

SEIRRA 2.9 4X4 GLSi



1990, 42,000 miles, £1,295. 2 former keepers starts fine been off the road for three years so needs gowing through new exhaust needs gowing on. 07766 668510

SIERRA XR4i



£4,500. It was restored just over 2 years ago and a lot of time and money has gone into it, it was completely under sealed and painted in a lovely Imperial blue colour. It runs very well with no noises coming from the axle or gearbox and has a stainless steel exhaust fitted making it sound really nice. Phone for more details. 07957 362215 (MC)

THUNDERBIRD

THUNDERBIRD



1960, 83,000 miles, £11,950. Automatic, black with black leather interior, electric windows, UK registered, new MoT, Tax exempt very good overall condition. 01797 224661

VEHICLES WANTED

MK3 ESCORT WANTED

Wanted. For project. Prefer drivable with some MoT if possible. Anything considered. Will travel any distance for right car. London. 020 3234 1051 (TS)

PARTS FOR SALE

2-LITRE PINTO ENGINE FOR REBUILD

£100. Five Capri alloys £85. 01570 480149

4 WINTER TYRES

£Offers in region of £145. Vedostein 185/70/14. Used for one season. 3,000 miles, as new. Cost £265. Gwent. 01495 225589 (JP)

ESCORT VAN MK4

1989, £50. Rear door right hand O/S, as new, white paint. Original no weld or filler. C/W door latch and ford badge (No Glass) or hinges. Wanted Drivers door for my Van MK4. Can you help. West Midlands. 07808 855076 (TS)

FORD

1930, £400 no offers. Model A Front Fenders in very good condition. No offers. You get what U pay for. Also Bonnet and sides £175. Staffs. 07824 810438 (TS)

FORD

£20 pair. Escort Mk 1 pair of rear lamps for saloon, estate and van. Also front headlamps, rear lamps and n/s door mirror for mk 4 cortina, £40. Bedfordshire. 01767 692234

FORD ACCESSORIES

1962, £100 incl postage. Mk 1 GT Cortina dash - clocks (3) marked Cortina and ACS car radio stamped Ford on glass. Devon. 01271 324668 or 07971 687318

FORD CORTINA 1600 E COMPLETE DASH

£230 ono. With clocks and wiring loom. Set road style wheels. £150 ono. Set of rear springs like new. £170.00 ono. 2 X Bonnets, 2 X Sets of rear shocks. 1 X Pair of suspension tops, 1 X front wing. Pair of head light bezzels. 2 X manifolds like new. Propshaft. Front screen. Rear screen. 1 X 1600GT Engine complete and lots more. Sensible offers. 07806 323855

FORD SIERRA COSWORTH

£275. Rear diff assembly, drive shafts and discs. Wilts. 01373 826410 or 07929 906394

GENUINE, ULTRA RARE SIAMESE "ASHCROFT" CROSSFLOW BLOCK

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NEW FORD 2-LITRE PINTO RS2000 BLOCK ASSEMBLY

£500. Four-wheel car trailer, cable winch and ramps, needs new brakes and paint, offers of £300. 07504 878340

PARTS FIESTA RS TURBO RECARO SEATS



£150 ono. Good condition with only very minor seam issue on one seat, the rear seat foams and covers are included but have been removed from the steel seat backs, viewing is welcomed. Cheshire. 01925 727050 (HP)

PAIR OF COBRA DRAG SLOTS 8 X 13



£POA. With Kelly super charger tyres fitted. 4 stud any questions please call. 07947 404506 (MC)

REAR WINDOW COVER



£POA. For Mk 3 Ford Cortina Beds. 07706 886850

TWO FRONT SEATS



£180. For Cortina 2000E, recovered in original Savannah fabric complete with door rests. Also wood door cappings and spare windscreen. Lancashire. 07595 435547 (MC)

PARTS WANTED

CORTINA MK TWO DOOR

Wanted. Glass/window for a 2 Door, off side (drivers) in good condition. Must not be security etched. Hertfordshire. 07860 246900 (SK)

FORD E93A-10HP

Wanted. Carburettor and distributor wanted or complete engine. Yorkshire. 0114 268 0515

GENUINE FORD BODY PANELS

Wanted. To fit Mk 3 Escort rs1600i, d/s f/wing 1618498, p/s f/wing 1618499, complete front panel inc slam. 1618613, w/screen scuttle panel 6156976, p/s door assy 1648722, r bumper centre blade 6078355, f bumper centre blade 6077881, fuel metering head unit 6104444, front w screen rubber 6093196, gear linkage assy 6136348. 01229 472953

MISCELLANEOUS

CLASSIC CAR NUMBER PLATE

£5,000. DS8088 (Chinese Lucky Numbers) Was on an old 1929 Ford Model A Car. Cornwall Area. 01726 828081 (MC)

LITERATURE AND INFORMATION

WORKSHOP MANUALS

£5 each plus postage. Escort MkII Mexico and RS. Cortina MKIII. Hillman Imp, Range Rover 70-92. Triumph GT6 and Vitesse. Cortina MKII. Morris Marina. Rover 3500. Ford Sierra 82-93. Ford Escort 75-80. Many others. Essex. 01702 231319 (TS)



RS Turbo

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Mk1 Focus RS

Full Custom Mapping retaining OE ECU, Performance Turbo Upgrades including our Newly Developed T36 Turbo Direct Fit from Turbo Technics, Tubular Manifolds, Custom Inlet Plenums, Fuel Pumps uprated Internal and External Systems available, Engine Builds, Big MAF Conversions, Uprated Clutches, Intercooler Upgrades, Head Porting, Suspension & Mounts Upgrades



Mk6 Fiesta ST

Performance Packages from 160bhp to 200+bhp, Custom Mapping of the STD ECU, Inlet Manifolds, Camshafts, Supercharger Kits, Turbo Kits, Throttle Body Kits, 2.3 & 2.5ltr Conversions, Engine Builds, Ported & CNC'd Cylinder Heads, Exhaust Systems, Fuel Systems, Suspension Setups, Uprated Mounts, Big Brake Kits, Differentials, Clutches, Track car Setup, Full Race Car Preparation & Much More

Mk2 Focus ST/RS

Performance Packages to suit each individual, Remaps, Intercoolers, Exhausts, Inlet Plenums, Air Filters, Turbo Kits and Conversions, Tubular Manifolds, Engine Builds, Ported Heads, Big Valve Heads, Camshafts, Breather Kits, Our Popular BLOCK MOD, Breather Kits, Single Mass Fly-wheel Clutch Kits including Racing Clutch Kits, Suspension Kits, Bushes, Roll Bars, Roll Cages, Wheels, Brakes, Fuel System Upgrades, Boost Controllers, Big Boost Pipe Kits and Much More



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DECEMBER 2014 IN THIS ISSUE



FIESTA RS1800 08

2.1-litre Black Top-powered track-ready weapon.



FOCUS ST 18

Sorted ST packs 465bhp thanks to its RS motor.



SAPPHIRE COSWORTH 34

Concours-winning Saph is so clean it'll blow your mind!



FIESTA ST 48

Lairy, wide-arch Fiesta with 270bhp!



SIERRA RS500 66

480bhp, 6-speed Cossie is a genuine brute.



ULTIMATE GUIDE 82

Buying, tuning and owning a Mk3 Focus ST

How cool would it have been to see this thing on the street for real?



FORDS YOU NEVER KNEW EXISTED

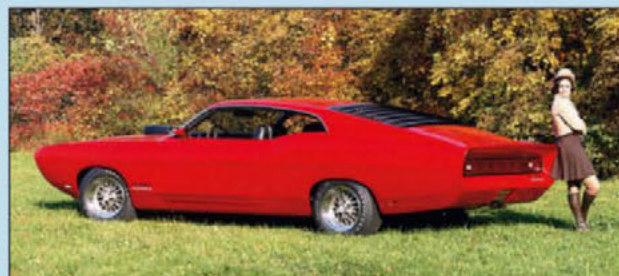
#64 FORD FAIRLANE SUPER COBRA

The late '60s and early '70s through up some pretty radical ideas when it came to concept cars and motorshow unveils, but looking back now Ford seemed to have got the Fairlane Super Cobra pretty much spot on in 1969.

For a start the name – Super Cobra – immediately grabs your interest, conjuring up all sorts of images of aggressive, over-the-top, street racing muscle cars from down-town Detroit! Then when you actually see the thing, those visions in your head disappear as your eyes feast on something that's even more desirable!

The Super Cobra is actually based on a 1969 Fairlane, but has been dropped by approximately two inches all round and has seen the front clip extended by nearly eight inches! That allows enough room for the fitment of the concealed headlights – which when closed look like a massive pair of snorty nostrils – that give teh Super Cobra it's iconic front end. Also, on top of that long sleek bonnet is nothing short of a muscle car must – a shaker scoop!

Round the back wall-to-wall taillights and black metal louvres



on the rear screen dominate the looks, while a pair of centre-exit exhausts supply and incredible soundtrack.

The source of that beautiful noise was a high-performance 428cubic inch V8. That's over 7.0-litres in proper terms! And produced a very respectable 335bhp. That may not sound like much power by today's standards, but when you consider

that the supercar Lamborghini Urraco released the year after only had 180bhp – even the most powerful Urraco only had 250bhp!

The Super Cobra was finished off with a custom 'hot red' interior to match the eye-catching bodywork. All in all, we think it's an awesome fast Ford and would love to have seen it make it into full-scale production.

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* features depend on application



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